

24 SEPTEMBER 1954

The Autocar

1½

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LARGEST CIRCULATION

*Packed with power
and ready to prove it!*

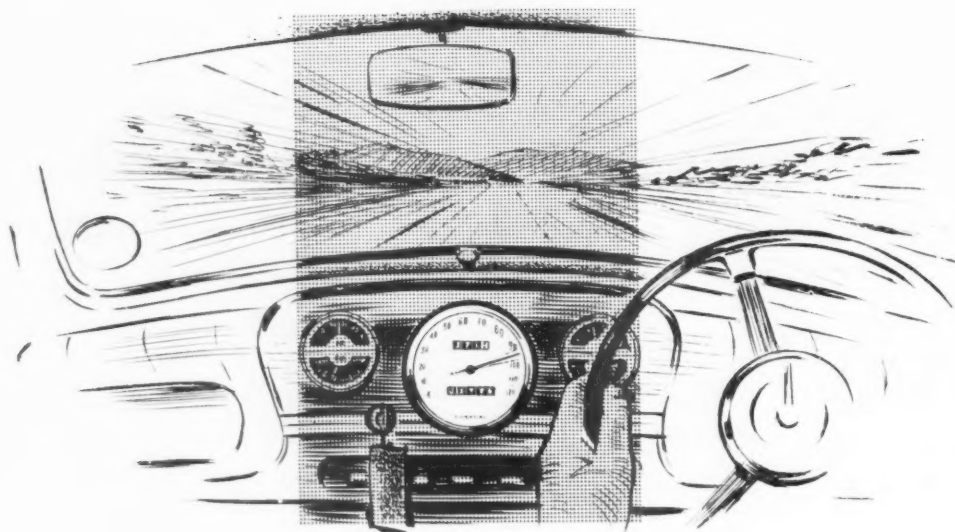


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MOTOR CAR MANUFACTURERS HUMBER LIMITED

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*high speeds
demand*
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CONFIDENCE***

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BRAKE
CONFIDENCE



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GIRLING

THE BEST BRAKES IN THE WORLD

GIRLING LIMITED,
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keep you Way Out Ahead—

Firestone

Announces
TUBELESS
TYRES
AT NO EXTRA
COST TO TYRE
 AND TUBE COST

The NEW Firestone
 TUBELESS TYRE with the

SAFETY-LINER protects against:

(BLOWOUTS)

(PUNCTURES)

New principles of design and construction give protection against dangerous blowouts. In this new safety tyre the tube is replaced with an airtight Safety-Liner which is bonded to the inside of the tyre. No tube to pinch, tear or blowout if injury to the tyre body occurs. Damage which might cause a conventional tyre to blowout becomes as harmless as a slow leak.



No more road-side delays, because the airtight Safety-Liner which is bonded to the inside of the tyre clings to penetrating nails and sharp objects, preventing loss of air and enabling completion of a journey without changing tyres.



and all these PLUS features:

- EXTRA SAFE TRACTION
- SAFER HIGH SPEED DRIVING
- LONGER MILEAGE
- IMPROVED RIDING COMFORT

Firestone TUBELESS proved in service since 1951

-Experience Counts

IT'S BIGGER FROM SINGER

- ★ A 1½ litre, 5/6 seater luxury saloon with four full width doors for easy entrance and exit.
- ★ A complete car with de-luxe features included in the standard specification :—
 - Air-conditioning, defrosting and demisting unit—twin-sun vizors
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- ★ Brisk acceleration with economical performance (30/32 m.p.g.) and magnificent road holding for safe motoring.
- ★ Spacious and luxuriously upholstered interior with foam rubber seating. Thickly carpeted flat floors with rubber heel-mats.
- ★ Plastic bonnet-top and side valances, sound-damping and light, reduce drumming.



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PRICE:
which includes all the special
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HUNTER

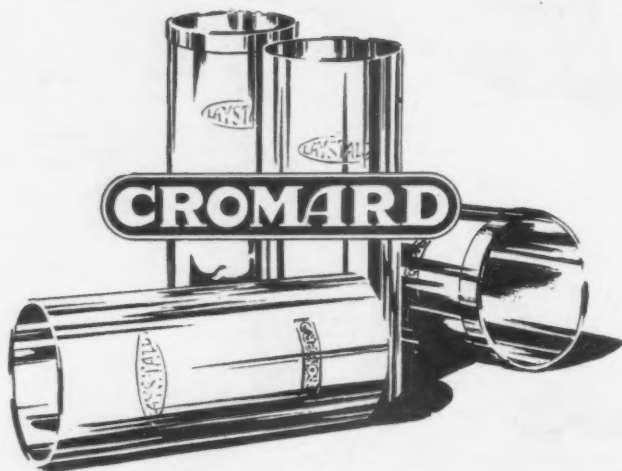


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productions**

"Dr." LAYSTALL says:

*Hard chrome bores
-Cromard Liners-
are available for
most engines.*



To name a few, Austin, Citroen, Ford, Hillman, Humber, M.G., Morris, Riley, Wolseley, and also for most makes of Commercial Vehicles. They definitely lengthen the life of your entire engine and are guaranteed for 100,000 miles.



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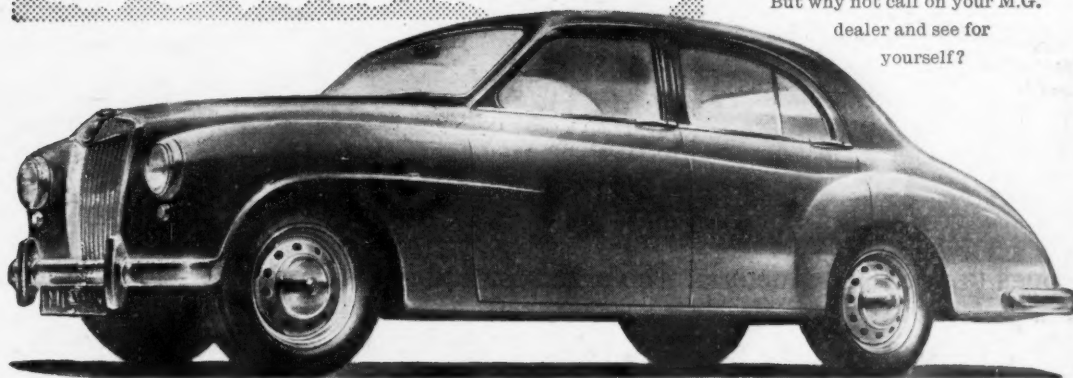


WITH THE

MAGNETTE

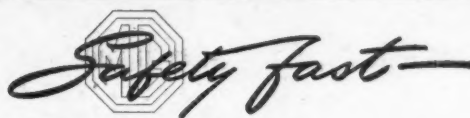
ALL honours are satisfied by the M.G. Magnette. For this fast saloon has a genuine sports car feel and yet is most elegant in appearance and seats four in spacious comfort. Its 1500 c.c. engine enables you to put up a truly athletic performance; well-damped suspension and responsive rack-and-pinion steering give you safe and steady motoring at a remarkably high cruising speed — with plenty in reserve. Inside, the Magnette has an air of luxury and good taste. The fascia panel is of polished walnut; so are the window sills. Safety-glass is fitted throughout. And real leather covers the comfortable upholstery of the seats.

But why not call on your M.G. dealer and see for yourself?



**M.G. CAPTURES
37 NEW RECORDS!**

Established with a basic 4 cylinder T.F. Series M.G. engine by Captain George Eyston and Ken Miles at Utah, U.S.A. For 12 hours their speed averaged **120.74 m.p.h.**



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It's the key that has unfailing power behind it because it belongs to a fortunate motorist who asked for and got a Crompton Battery. Originally known as the Young Battery, and made by one of the largest electrical firms in Great Britain, Crompton is the standard battery with the best Guarantee of all.

Ask your garage for a **Crompton**
BATTERY



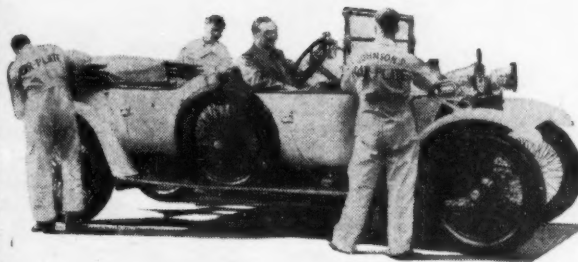
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Johnson's Car-Plate

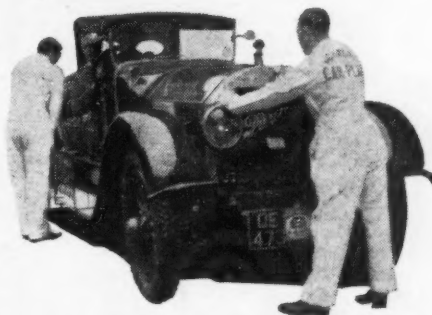
SHINES IN ANGLO-AMERICAN VINTAGE CAR RALLY

No true motorist can fail to appreciate the solid engineering craftsmanship of a vintage car . . . or its invariably elegant coachwork. And to preserve this gleaming exterior virtually all cars in the Rally were polished with Car-Plate. Owners on both sides of the Atlantic choose Johnson's Car-Plate for superb wax protection. The reason is simple. Car-Plate gives the finest wax finish money can buy—*without rubbing!* In minutes, Car-Plate imparts a brilliant wax protection to safeguard a car through months of rain or shine. So whether your car is brand new, middle aged or genuine vintage class, you'll find regular use of Car-Plate the quickest, easiest, surest way to safeguard its good looks—and its value!

The 1926 American Pierce-Arrow also relies on Car-Plate to protect it from the rigours of Britain's summer weather. But at home too, the owner, Mr. Henry Austin Clark, Jr., takes no chances—"I always use Car-Plate."



The 1913 British Lanchester gets its pre-rally beauty treatment with Johnson's Car-Plate the wax that needs no rubbing! Its owner, Mr. F. Hutton-Scott, finds "there's nothing like Car-Plate."



WAX AND PROTECT WITH

JOHNSON'S Car-Plate

WAX POLISH

MADE BY THE MAKERS OF JOHNSON'S WAX

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RAC
ROYAL AUTOMOBILE CLUB
 Report of Trial No. 733
 TURNER DIESEL ENGINE



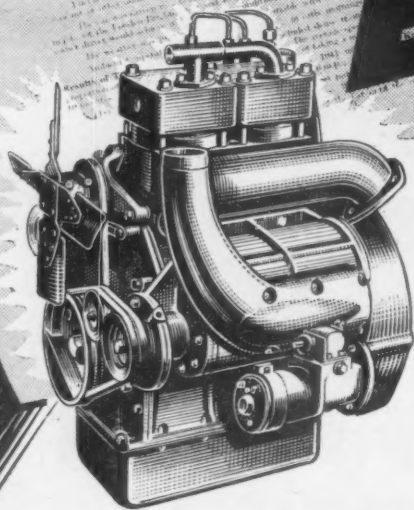
TURNER DIESEL ENGINE

ACHIEVES

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M.P.G

FITTED
 IN
**6 SEATER
 FAMILY CAR**



The amazing economy of the new Turner Diesel Engine was convincingly proved in a recent R.A.C. Observed Test, under various traffic conditions including congested London streets and a journey through Brighton and Portsmouth at an average speed of over 30 m.p.h. Write NOW for full details of these remarkable new 2-stroke supercharged engines which definitely halve motoring and transport costs.

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*The car you judge
behind the wheel...*



EVEN before you press the button you sense the solid craftsmanship of a very fine car... On the road, the Sunbeam-Talbot quickly reveals outstanding merit. It's an exciting sports car with the comfort of a luxury limousine. When you want performance, it's there... with vast margins to spare! Vivid power. A lithe mastery of the road. Effortless cruising. The longest journey seems too short as you relax and enjoy the best that motoring has to offer. If you haven't yet driven a Sunbeam-Talbot, ask your dealer to arrange a trial run.

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TALBOT AND ALPINE

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Viking Rally

LADIES CUP

WON BY

Sheila Van Damm

(co-driver Mrs. Anne Hall)

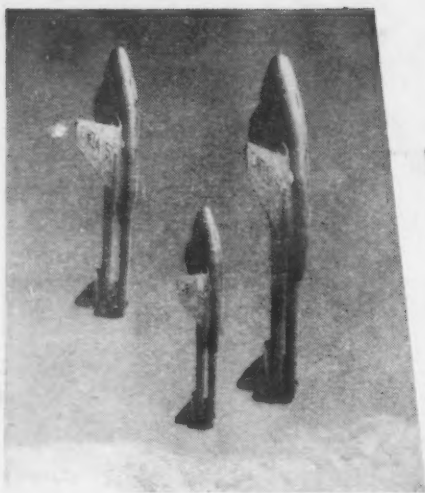
driving the same

SUNBEAM-TALBOT SALOON

in which she has already
gained six important awards
in international events

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With the new flying training techniques now being introduced in the Royal Air Force, pupil pilots receive their advanced instruction on these 550 m.p.h. Vampire T.11 jet trainers. Offering side-by-side seating for pupil and instructor, and fully aerobatic, the Vampire T.11 is the perfect introduction to jet flying on which pupils can progress with confidence to the 'wings' stage.

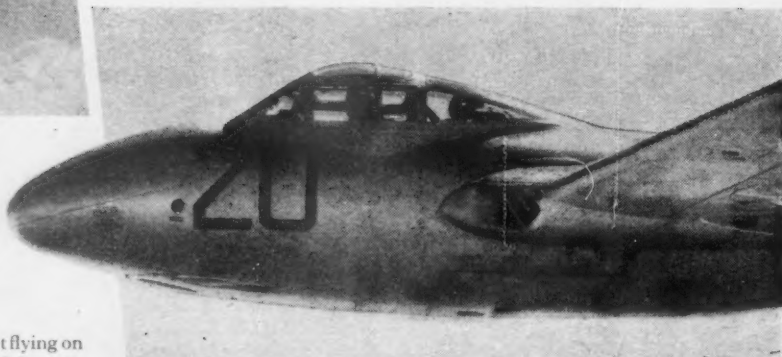
Proud of their skill and mastery, these young men look forward to the day when they will be flying Swifts or Canberras. They know they're doing a vital job . . . that they've chosen a fine career.

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To help Britain keep the lead in aviation? To make a career in a young Service with great traditions? If suitable you will be commissioned as a pilot or navigator—and from then on promotion can be rapid and the pay is exceptionally good. Why not write now for details of direct and permanent commissions in flying duties to Air Ministry (J.C. 200) Adastral House M.R.2, Kingsway, London, W.C.2. Please give your date of birth and brief particulars of your education and qualifications.



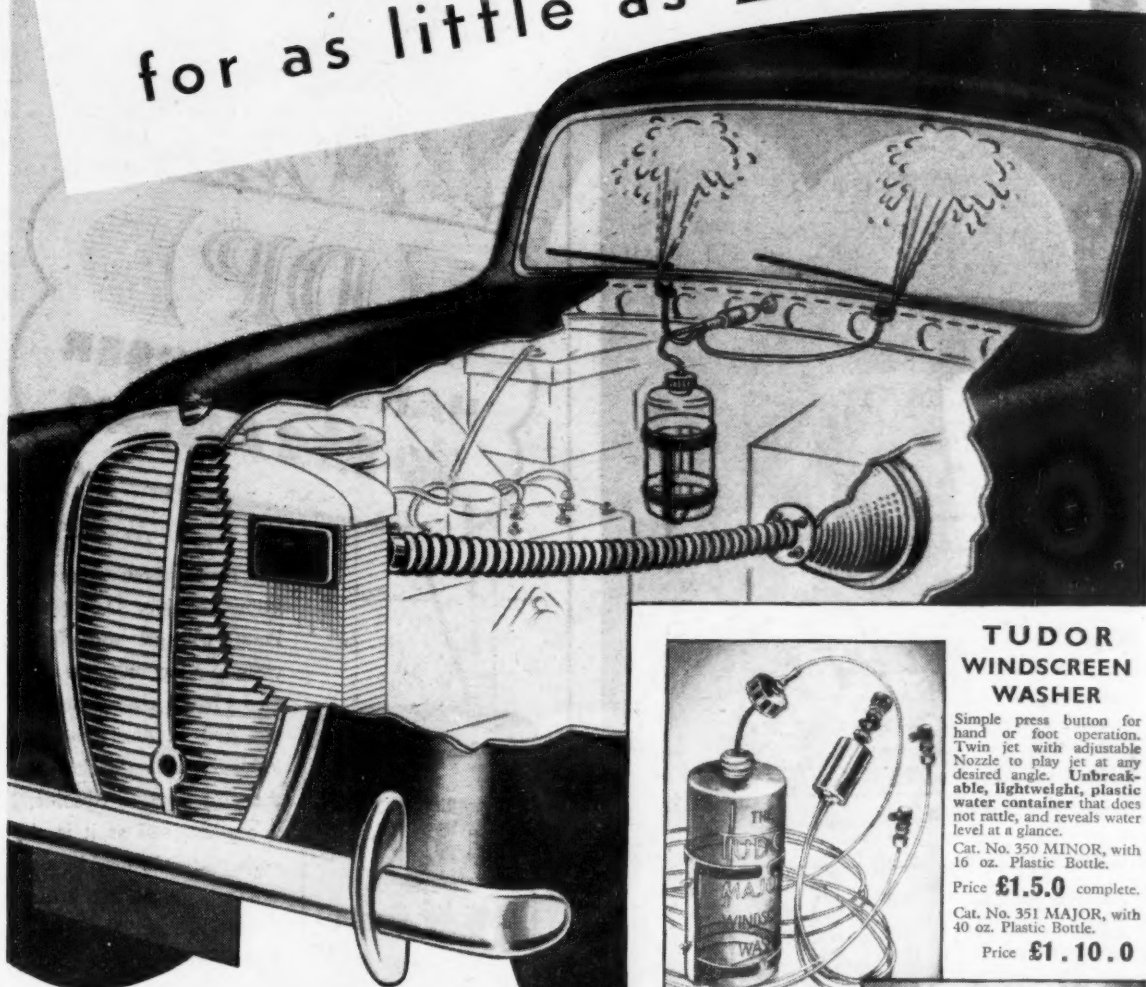
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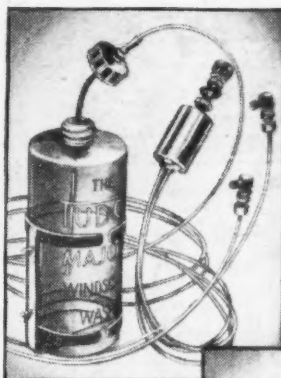
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Cat. No. 350 MINOR, with 16 oz. Plastic Bottle.

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AA 06	AB 06	6	1 3/8	1 3/8	.28
AA 08	AB 08	8	1 7/8	1 7/8	.5
AA 10	AB 10	10	2 1/8	2 1/8	.81
AA 12	AB 12	12	2 5/8	2 5/8	1.68
AA 15	AB 15	15	3 1/8	3 1/8	3.37
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HAND CLEANSER
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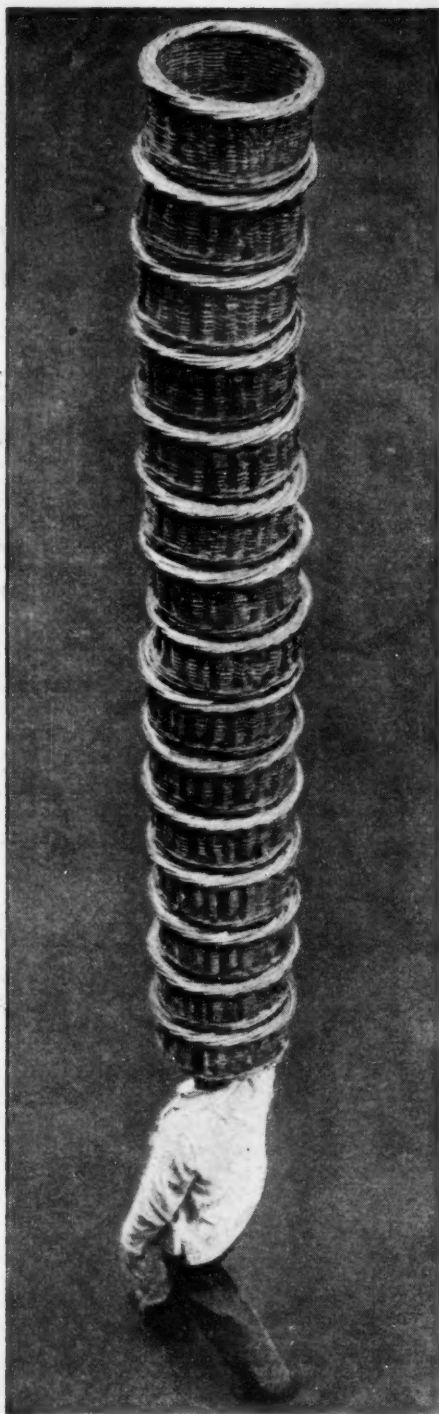
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GIVES MORE POWER
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Easily fitted in 5 minutes
to almost all
makes of carburetter



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Please send me details of your Service Exchange and Conversion Plans together with the name and address of my nearest Zenith Service Station.

MAKE OF ENGINE..... H.P..... YEAR.....

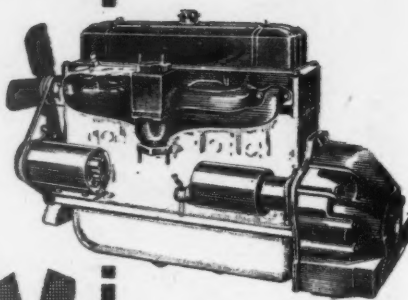
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THE HML ENGINE EXCHANGE PLAN

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169-171, HARROW ROAD, LONDON, W.2. Telephone: PADdington 0022 (12 lines).

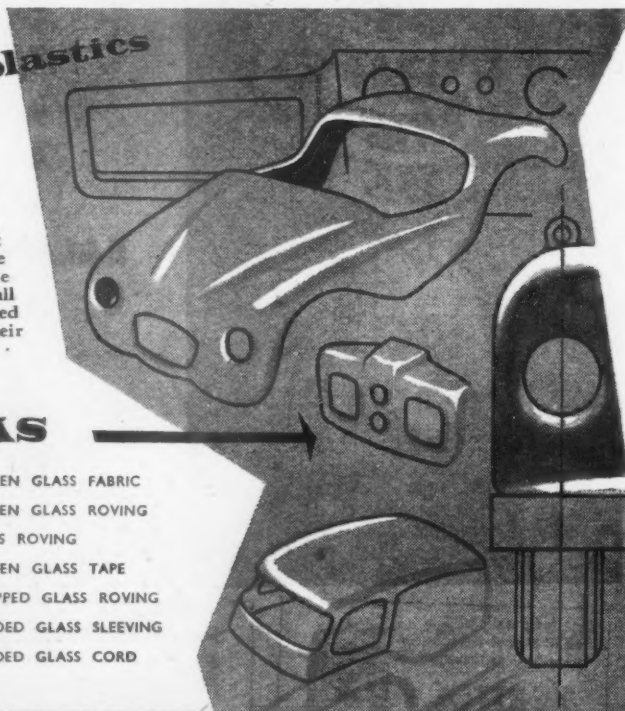
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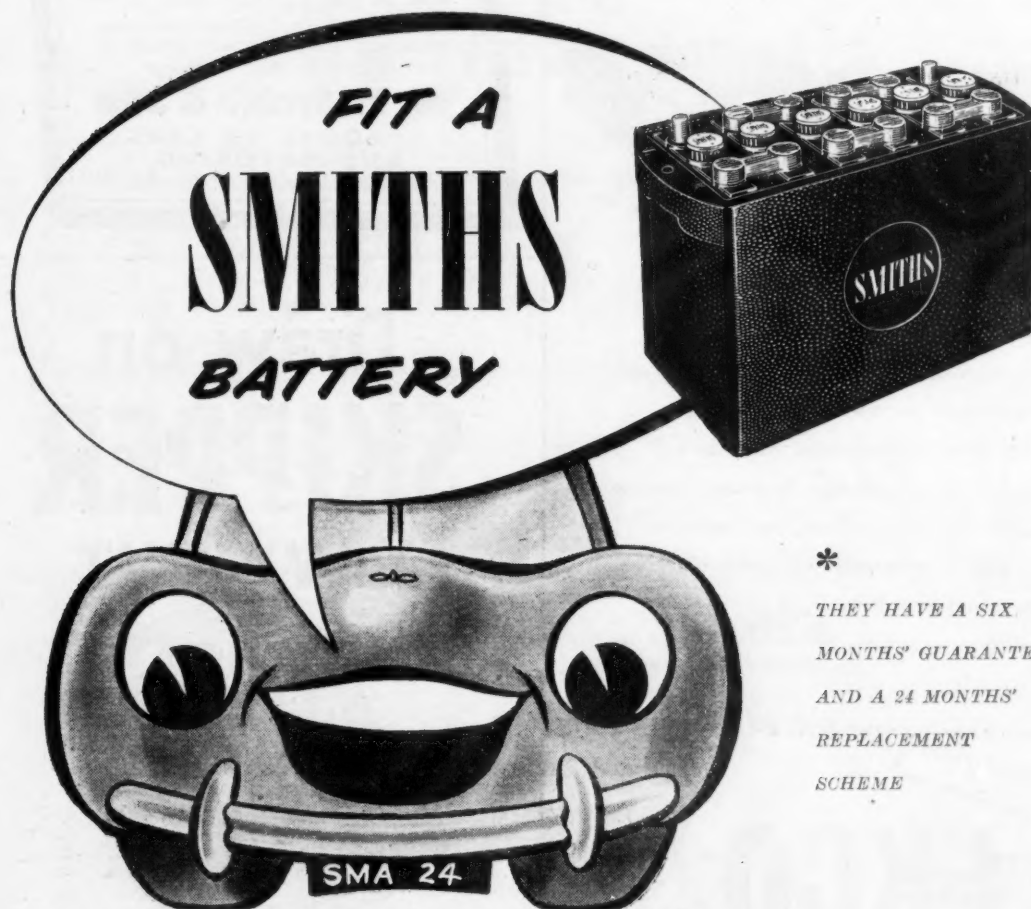
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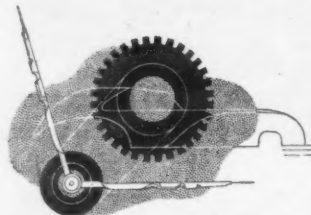
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Name.....(BLOCK LETTERS PLEASE)

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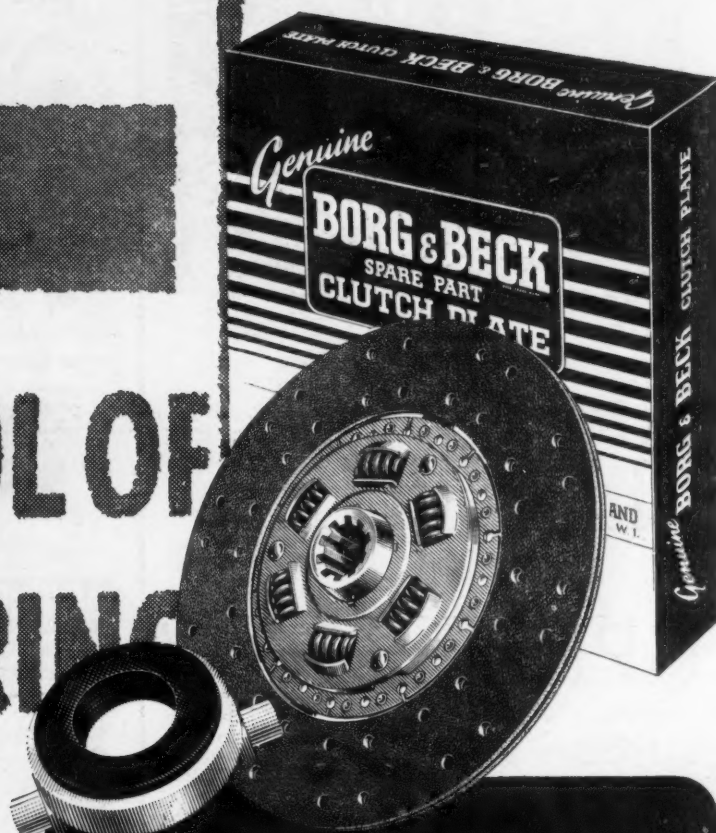
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Borg & Beck clutches have won the complete confidence of motor manufacturers, and they are fitted to almost every make of car. Maintain this confidence in your clutch by refitting with the *genuine* Borg & Beck clutch plate and release bearing. Get your garage to refit them both at the same time; that lowers dismantling costs, avoids further delay and ensures a thoroughly reliable job.



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A David Brown S430 4-speed gearbox was fitted in the Austin-Healey 100S which broke 53 international and/or American National Records for Class D cars (2,000 to 3,000 c.c.) The car maintained an average speed of 132.2 m.p.h. for 24 hours.

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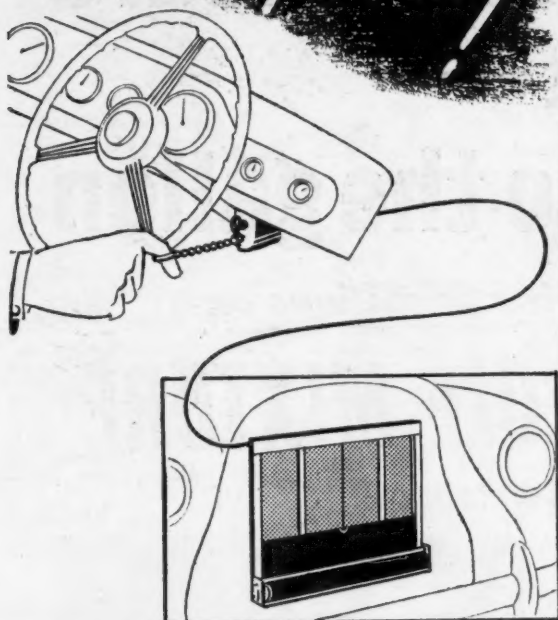
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In This Issue

Can You Stop? ..	408
News and Views ..	411
Disconnected Jottings ..	413
Traffic on the Scales ..	414
Aspects of the Law ..	418
ROAD TEST: Swallow	
Doretti ..	419
U.S. Veteran Technicalities	423
Tour de France Final Stages	426
NEW CARS DESCRIBED:	
Bentley Continental Body	
Styles ..	427
Singer Hunter ..	428
Correspondence ..	430
Readers' Service ..	433
Weekend Sporting Events	434
The Sport ..	437
Club News ..	438
In Brief ..	440

The Autocar

FOUNDED 1895

No. 3069

Friday, 24 September 1954

Vol. 101

Growing Leviathans

WHILE it is easy to appreciate the reasons that lie behind the proposed increase in the width of goods vehicles weighing over four tons, it is still possible to deplore the proposal. The 8ft bus is one thing; it can be restricted to routes on which such a width can be fairly easily accommodated. The 8ft lorry, free-lancing as regards loads and routes, is likely to be another. Use of these wider vehicles, says the Minister, "will not detract from road safety." We beg to differ, and add the additional opinion that they will cause a disproportionate increase in congestion.

Originally planned for the accommodation of two lanes of horsedrawn traffic, the vast majority of British roads are critically narrow in one respect; that is when two vehicles and a cyclist are abreast. In such circumstances the cyclist must be passed uncomfortably closely, though with co-operation between the drivers of both motor vehicles the manoeuvre is safe enough. The increase in width of heavy vehicles is likely to prove crucial in these circumstances, and it will be necessary to slow down so that the cyclist is not overtaken. To do so is not always easy, owing to the low speed of a cycle, and it is, in any case, so tiresome a procedure when frequent that this fact alone is sufficient to ensure that slowing down will not often be carried out; hence the already vulnerable cyclist will be further endangered. It is not sufficiently realized that much of the danger of the road lies in the wide difference in the speeds of road users; after all, a vehicle following six inches behind another will never collide with it even if both are travelling at over 100 m.p.h.

The necessity for increased caution in such special circumstances will, in itself, imply increased congestion, and the extra width will intensify it in general owing to the intimidatory effect on drivers wishing to overtake; the new proposed limits on overhang, excellent as they are, will not counterbalance this.

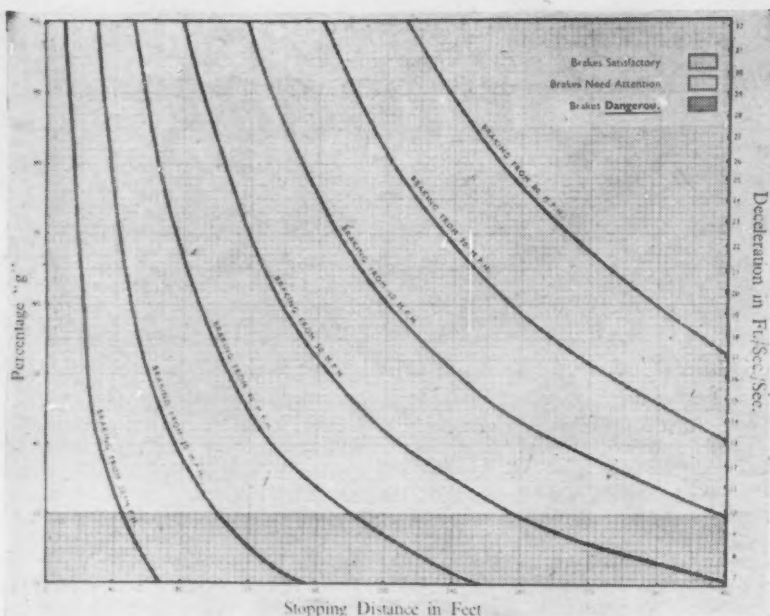
Britain's road system, already accommodating a quart in its pint pot, must now accommodate an extra measure. When will someone enlarge the pot?

Stop Tactics

THE "other half" of performance—braking—increases in importance almost daily, as it must with increase in traffic speeds and number of vehicles on the roads. Unfortunately, there are sharp physical limitations to wheel-braking possibilities, notably in the adhesion between tyre and road and in the ability of friction materials to stand up to harsh treatment. Something of this aspect of the matter is dealt with in the article on the following pages. So long as braking is directly dependent on adhesion between tyre and road the limit is almost precise, but it is interesting to speculate on how far such direct adhesion is likely to apply in the future—in other words, whether braking will shift from the arresting of wheel rotation to the stoppage of the vehicle as a mass moving through the air.

There exists one notable improvement that is possible with wheel braking. Both the fluid transmission and the gas turbine can be used to give a delicately applied indirect braking to the wheel rotation in such a way as to improve on drum (or disc) and shoe technique. They do this by braking the transmission and thus applying balanced retardation to the wheels; a pronounced imperfection of shoe braking is the unequal retardation, however slight, which results between wheel and wheel. Very probably this valuable attribute of the non-metallic transmission coupling will be utilized, possibly in tandem with a more normal drum or disc mechanism on the front wheels.

Beyond that stage, and assuming still higher speeds, lies air braking, which has already been seen on certain record cars—and even on a racing sports car—and which removes the retardation altogether from the wheel itself. As this type of braking is usable only from high speeds unless some form of power application is used to initiate a reverse drive through, say, a propeller, the probable form will be a combination system, but one which is unlikely to be seen for many years yet.



This chart gives an indication of brake performance from varying speeds (20 to 80 m.p.h.). The shaded area indicates a dangerous condition.

OBSERVATIONS ON THAT HIDDEN ALLY, THE CAR'S BRAKE LININGS

THERE seems to be little relationship between lamp wicks of Biblical times and brake linings, but it is thought that the lamps carried by the wise virgins used wicks made of shredded asbestos. And this material, a mineral, is the basic ingredient of brake linings.

Apart from its obvious choice as an anti-friction material, asbestos can be used in the manufacture of a considerable number of products, according to the way in which it is processed. Firemen's suits, stair treads, fan belts, gear wheels, corrugated roofing sheets, machinery belting and conveyor belts, for handling anything from coal to cakes, are among the many items which include asbestos in their make up. It is the heart of brake and clutch linings, and the manufacturers of these very important units of the modern car employ extensive fabrication and research processes.

Versatile

Found in many parts of the globe, with main sources of supply in Canada, South Africa, Rhodesia and Russia, asbestos is a creature of many parts. It can be used as a filtering medium for acids and alkalis. It is proof against corrosion and weather, and it can insulate against vibration, sound and electricity. It is an odd-looking, fibrous substance, in colour dirty white or green, and the first thing to happen to the raw material is that it is crushed into small particles of fibre. This is usually done before shipping from the country of origin, and on arrival—in this case at the brake lining manufacturer's works—the fibre is thoroughly screened, to remove all impurities, by being spun in centrifugal separators and passed over an electromagnet to exclude any fine metallic foreign body. The next sequence of operations could result in the production of a fine suit of clothes, if wool were used instead of asbestos, for most of the machinery used is similar to that employed in the textile industry. The talk in the shops is of wefts and warps, with huge shuttles dashing backwards and forwards.

The cleaned asbestos fibres are fed into a carding machine which separates and combs them to form a slender web. This rather delicate mass is folded on itself into a thicker blanket and then, having been separated into a sliver, it is passed under a transverse condenser belt which slightly twists it before it is run on to spindles. It now has the appearance of poor quality string. It is not, at

CAN YOU

this stage, strong enough to be woven, so spinning is the next process and, for brake lining material, very fine gauge brass or zinc wire, the latter mostly, is incorporated into the yarn. To make the spun yarn stronger, two or more yarns are then twisted together in the opposite direction to that employed in spinning.

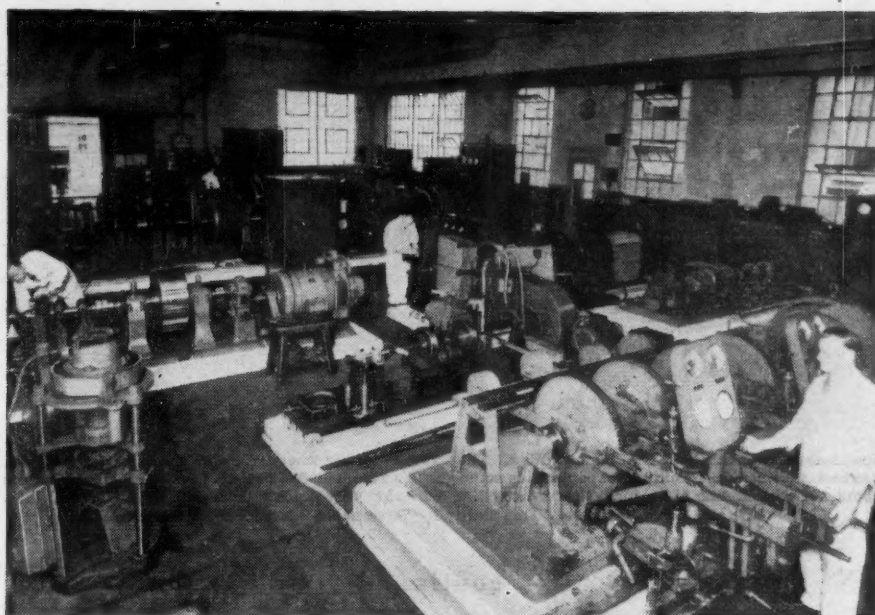
Now contained on spindles and looking rather like a giantess' reel of cotton, the asbestos yarn is ready to be woven into brake liner fabric. This is performed by different types of looms, according to the thickness and width of the finished material. It leaves the loom in long strips, tightly woven and ready for impregnating with synthetic or natural resins. Large, steam-heated, temperature-controlled vats contain the resins, and the fabric is impregnated under pressure to ensure that the resins pass completely through the texture of the material. These synthetic and natural resins, which are the result of long and careful research by the manufacturer's chemists, introduce improved friction characteristics into the material.

The time spent in the resin vats or tanks is dependent on the quality and weave of the brake liner material, and after removal from

An experimental lining which proved too soft for its job. Under exhaustive testing it stretched, pulling the rivet holes out of shape.



Part of the comprehensive test house belonging to a prominent manufacturer. In the foreground, sample brake linings are being tested on a machine which can apply predetermined loading to the test piece.



By
CHARLES
HAYWOOD

STOP?

the container the long length of fabric is passed through a controlled temperature oven to be dried and partially cured. As it emerges from the oven it is rolled up for ease of handling and transport in the works. In order to prevent wastage during the machining processes which follow the final curing, the asbestos based material is passed through a calendaring machine which consists of four rollers, one each on the top and bottom face and one at each side. The rollers exert pressure on the lengths of liner fabric as it is fed through and squeeze it to a predetermined size. This calendaring is carried out both before and after impregnation with the resin.

Now unrecognizable as its original substance, the woven material is cut to the required length before being finally cured and subjected to pressing to the familiar curved shape of the finished article. Grinding on both sides and edges, with the all-important chamfer put on the edges, is another step towards the finished product. Machining tolerances are strict, and inspection of the liner in its various stages of manufacture is very frequent. The slightest fault is sufficient for the piece concerned to be rejected, thus ensuring that the highest standards are maintained in the finished article.

Non-standardized

Drilling and countersinking of the rivet holes is done in jigs, many different types and sizes being used to cater for the multiplicity of types and dimensions of brake shoes. The removal of any rough edges and burrs left after machining precedes final inspection of the finished woven type brake liner.

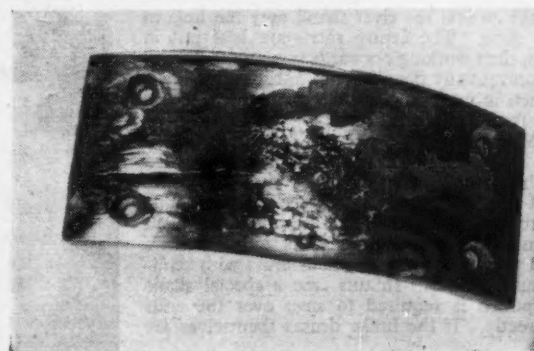
In addition to the woven liner, a very large proportion of brake liners is moulded of a mixture of asbestos fibre and thermo-setting resins. This method of manufacture would appear to have at least the advantage of simplicity over the original method. The mixture is pressed into sheets under conditions of controlled temperature and high pressure.

To ensure even distribution of the fibres in the press container, a device is used which closely resembles the

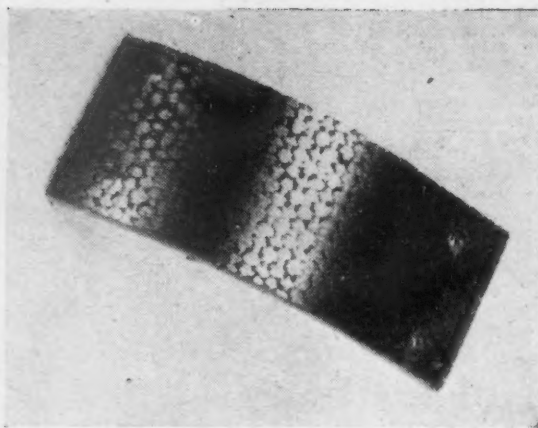
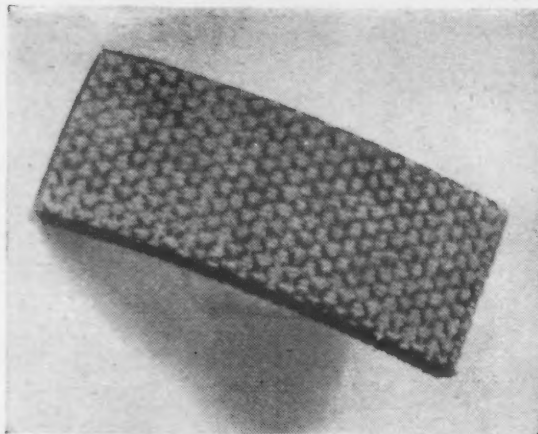
domestic refrigerator ice cube tray. Some six to eight inches deep and about four feet long by two feet across, the tray is divided into compartments by a removable grid. The compartments or "cubes" of the grid are each filled to level by a measure of the mix, and when the grid is removed the tray is correctly filled with the necessary amount of material with which the press has been set to deal. Filling the tray by this means, instead of tipping the sticky mass in at one fell swoop, eliminates the need for levelling off by hand and the possibility of more material being piled in one corner than another, or some similar fault.

The product of this careful mixing and application of heat and pressure is a sheet of moulded brake liner material. The thickness is very close to that of the finished article, sufficient tolerance having been left to allow for final pressing to the required diameter and grinding on both sides. A moulded liner has the appearance of being considerably harder than its woven counterpart and, once pressed into shape, is almost impossible to bend by hand, whereas the other type is comparatively flexible.

The liner is cut up into lengths which approximate in size to the finished job, and then undergoes all the machining, drilling and careful inspection processes that are part



An example of what can happen on the test machine. This experimental moulded lining did not stand up to high brake pressure and temperatures, and as a result it was not put into production.



Specimens of standard grades of woven lining. The structure of the woven material shows in the unmarked piece. Its companion has been subjected to a routine test comprising some 500 stops from 40 to 60 m.p.h. at 0.5 g. This test resulted in the lining wearing about ten thousandths of an inch, the test machine achieving very quickly what would take several thousand miles' motoring to achieve. This ability to "concertina" service life speeds research.

CAN YOU STOP? continued

of the manufacture of this unglamorous-looking piece of efficiency. All that remains now is for the liner to be marked with the maker's name and the type number and packed in sets in boxes, and it is ready for distribution to car manufacturers and service agents.

When the brakes of your car require relining, it can be done either by fitting a set of factory reconditioned or new shoes complete with liners, or the worn-out fabric can be removed and a set of new liners riveted to the existing shoes.

Home Relining

If you do the job yourself, the former method is perhaps the easier and more efficient, as you can be sure the liners are fixed correctly. If replacement shoes are not available, the job of removing the old liners and fitting new ones is not very difficult, but it does require some skill and, for those owners who have not tackled this sort of thing before, practice with a piece of scrap material and an old brake shoe would be an advantage. The necessary tools consist of a vice, a small, sharp chisel about half an inch wide, a steel punch with a round, flat head the same size as the rivet head, and a hollow snap punch, not forgetting a good hammer. The chisel is to cut the rivets in the old liner, the flat-headed punch is gripped in the vice to hold the new rivet in place in the shoe while the actual job of riveting is being done, and the snap is used finally to seal the rivet shank over the hole in the shoe. The centre rivets are best put in first, then working outwards towards each edge to prevent any possibility of buckling the liner. When in position, the liner should fit tight on the face of the brake shoe.

Aluminium rivets are not recommended, as the soft metal tends to become impregnated with grit and dust which may enter the brake and so score the drum surface. Most manufacturers of brake liners supply a sufficient number of suitable-sized rivets with the liners and they are usually made of brass with semi-tubular shanks. In this case a special shape of punch is required to snap over the ends correctly. If the brake drums themselves are

scored badly, they should be skimmed out; if this is not done the potential life of the new liners will be cut drastically and the efficiency of the relined brakes will not be very great.

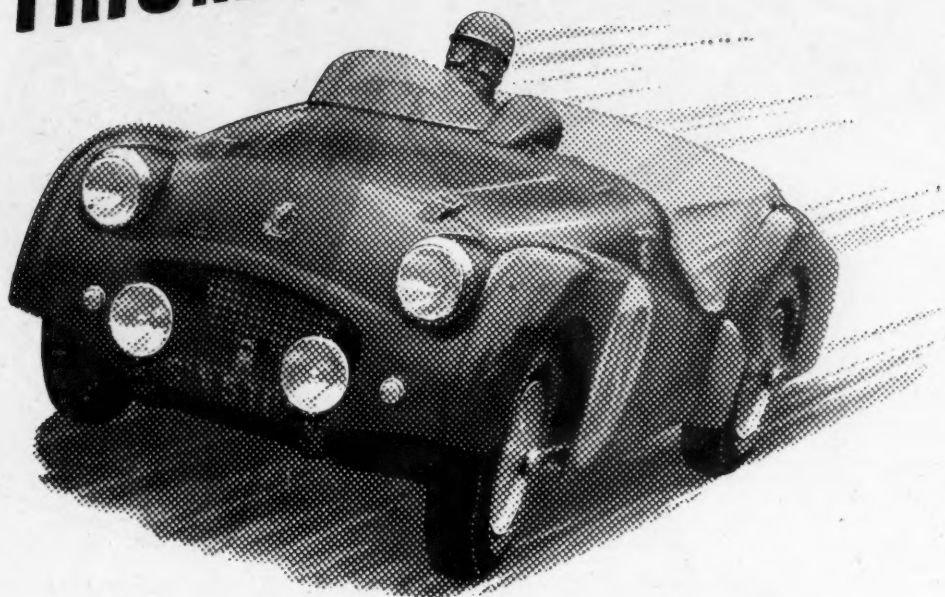
The problems associated with brake liner efficiency are many and the manufacturers are having to provide many different types of liners for different circumstances. The increasing speed and weight of the modern car, the brake drum which is hidden away behind a disc wheel and all enveloping bodywork, preventing a cooling air flow to the heat afflicted unit—neither of these factors helps matters. Brake fade is being tackled from all angles. One owner of a high-performance car may never drive it fast and will never experience this boggy, but the man next door with a similar car will drive it both far and fast, and it is he for whom the manufacturer must cater. Liners for racing-car brakes are a speciality of their own.

Grab when the brakes are first applied after the car has stood overnight is a phenomenon for which the lining manufacturer has a special name; and brake squeal, which can occur on the best-maintained vehicles, from buses and trucks to small cars, is an acknowledged mystery which is receiving full and unremitting attention.



A corner of a large manufacturer's stores showing rolls of woven asbestos in many different textures and sizes waiting to be processed into friction linings and suchlike.

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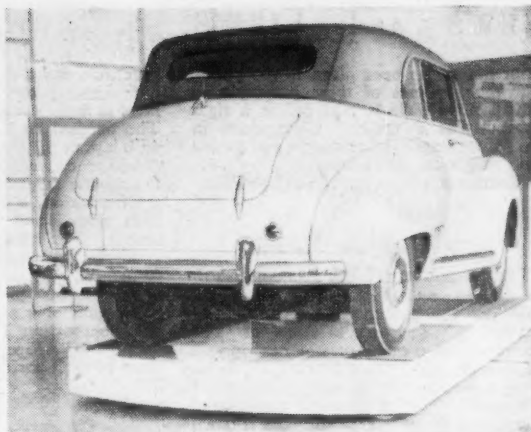
NEWS and VIEWS

Reflectors Needed Next Week

TWIN red rear reflectors become a compulsory fitting on all cars on October 1—next Friday—and there is only a week in which to fit them now. Reflectors must lie one on each side of the centre line, both at the same height of not more than 3ft 6in and not less than 1ft 3in; not less than 1ft 9in apart; not more than 1ft 4in from the edges of the car; and not more than 2ft 6in from the extreme rear, including a lowered tailboard or locker lid.

They must be of legal optical standards and dimensions, to meet which the current crop of reflectors at garages has been manufactured. Many old reflectors existing on cars do not meet the requirements. They must be fitted facing squarely to the rear; many cars are bearing reflectors which are legal in design, but mounted sloping, which the regulations do not permit.

A new Rotator car display turntable, designed and made by Technigraphic Bristol, Ltd., is being demonstrated in Bristol. Costing under £300, it is claimed to be easily transportable, and installation is by five connecting wood screws between the centre pivoting column and the floor.



runner up, T. Burgess, 86, 15, 71; scratch prize, C. Buckley, 79; handicaps 13 and under, J. Campbell, 83, 11, 72; handicaps 14 and over, P. Burgess, 101, 24, 77; Motor goblets, G. W. Harriman and K. Horne, 34; runners up, H. H. S. Hillier and A. C. Hawkins, 33 after tie.

Help Round the Bend

KINCARDINESHIRE is to import from America a type of guide rail intended to help motorists negotiate very difficult corners. Mr. Eric Moir, the County Road Surveyor, stated that the guard rails, which have interlocking joints to give maximum flexibility, will be anchored to wooden posts at kerb level at the side of the road, on a bad "S" bend at Fordoun and on the Kincardine side of the North Water Bridge on the main Perth road. "Two curves on the rails have the effect of correcting the direction of the wheels of a vehicle should it make contact" said Mr. Moir. He added that the rails were made by an American firm which intended building a factory in Wales.

DKW Petrol Mixer

AF.N., LTD., of Falcon Works, London Road, Isleworth, Middlesex, British concessionaires of Auto Union DKW, have issued a statement reassuring those

who might regard the use of petrol as a disadvantage in Britain, where garages do not usually have facilities for adequate prior mixing of the correct proportion of oil in the petrol. All DKW vehicles are now fitted with a device which ensures positive and adequate mixing of the oil and petrol by the provision, within the filler aperture, of a chamber into which the oil is poured. When the petrol is added after the lubricant, a mixing tube with holes and baffles ensures that the oil is carried over into the fuel tank only in combination with the petrol, a gauze screen restraining any globules of oil until they have been absorbed by the flow of petrol. It is also announced that new DKW models are to have a 9½-gallon petrol tank, compared with the present 7½-gallon tank.

For Public Transport

TWO special numbers of *Bus & Coach*, an associated journal, are being published in connection with the Motor Transport Show which opens today at Earls Court. The October issue—on sale tomorrow, September 25—comprises a buyers' guide containing specifications of all passenger vehicles on the British market; illustrated descriptions of important new vehicles; articles by authorities on design and on experiments to achieve fuel economy, and a colour section. In mid-November will be published an annual extra issue on British Design for 1955, containing detailed studies of design trends in public service vehicles, with each part treated separately by an expert. Each issue can be obtained from newsgagents at the usual price of 2s 6d.

Wider Goods Vehicles?

REGULATIONS increasing the maximum permitted overall width of rigid goods vehicles weighing over 4 tons unladen, from 7ft 6in to 8ft, are proposed by the Minister of Transport and Civil Aviation who, after consulting his Departmental Committee on Road Safety, is satisfied that in view of modern developments in design, including braking, their use will not detract from road safety. A width of 8ft for goods vehicles is general in America and common on the Continent, and it is felt that British exporting manufacturers will be able to reduce production costs, and so lower export prices, as a result of the proposed concession.

Coupled with the proposal is one to restrict the side overhang of loads, to prevent the maximum width of vehicle and load exceeding 9ft 6in unless special

Show Dates

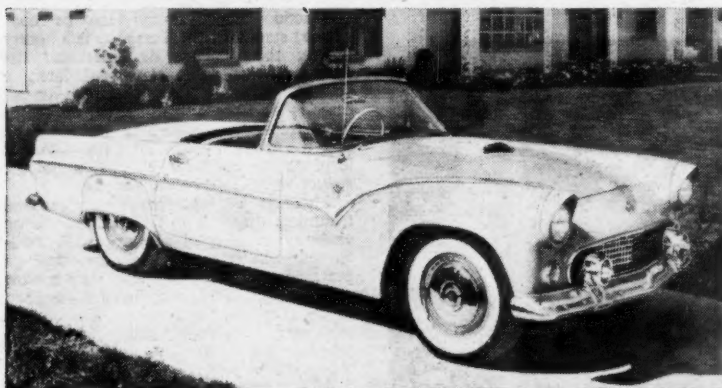
THE Brussels Show, the 38th of the series, will be held from January 15 to 26, 1955, in the Palais du Centenaire. The 37th Turin Show will take place from April 20 to May 1, 1955.

For Aircraft Enthusiasts

"BRITISH and Commonwealth Aircraft," published by Iliffe and Sons Ltd., at 2s (postage 3d), is reprinted from *Flight*, and gives photographs, drawings and a wealth of information on British military and civil aircraft and machines now in production in Canada, Australia and India, including missiles, gliders and research aircraft.

Golf at Stoke Poges

AWARDS in the Automobile Golfing Society's competition at Stoke Poges last week were: Hobson Trophy: L. Jackson, 84, 13, 71 (on last nine holes);



The 1955 American Ford V8 Thunderbird sports car will be shown on the stand of Lincoln Cars, Ltd., at the Earls Court Motor Show next month. It has an overhead valve engine of 5,586 c.c. capacity, and three speeds and overdrive. Among optional extras are radio, heater and defroster, tinted glass, power brakes, power window lifts and seat adjustment, power steering, windscreen washer and white wall tyres.

NEWS and VIEWS

continued

prior notice has been given to the police. For the purposes of these proposals an articulated vehicle is regarded as a rigid vehicle plus a trailer. Concessions in maximum length, laden weight and loaded axle weight are also proposed.

Comment will be found on page 407.

New Season's Models

FROM now until the London Show opens, new models will be introduced to the public with increasing frequency. Next week's issue of *The Autocar* will contain several descriptions of new products. In this week, the latest Singer saloon, the Hunter, is described (page 428), a new Bentley Continental illustrated (page 427), and the French Fords for 1955 are detailed on this page.

Atom-powered Cars?

AN atomic car engine with cylinders working on nuclear fuel is "quite feasible in practice," according to the Soviet Defence Ministry newspaper *Red Star*. The newspaper said that there exists a project for a low-power engine using an atomic reactor, but did not say whether this was a Soviet project. It compared the consumption by the Pobeda Soviet car of ten or eleven tons of petrol per 100,000 kilometres (62,136 miles) with sixty grammes of uranium for a similar distance in an atomic car.

Red Star said the problem of protecting people in such cars from atomic radiation was still unsolved, but that in aircraft it could be met by having gliders towed by pilotless planes. The newspaper also said that atom-powered submarines could be excellent means of transport in the Arctic.

VW Sports Conversion

A SPORTS conversion of the Volkswagen engine is being carried out by the West Essex Engineering Co. (Abridge), Ltd., Abridge, Essex. The engine is dismantled and balanced, there is a special camshaft in conjunction with oversize KE valves, twin Solex car-

burettors, and a dual exhaust system. A high-compression light-alloy cylinder head is supplied, and ports are polished. The finished engine is brake-tested, and 45 b.h.p. at 4,200 r.p.m. is claimed. The complete conversion costs £110, including engine removal and refitting.

The normal VW saloon is light, very high geared and with moderate power output. The highly tuned engine should certainly impart a more striking performance. The 7.5 to 1 compression appears at first to be modest for a sports conversion of a small o.h.v. engine, but the combustion chambers are of the "bath tub" shape, not the hemispherical head of high-performance cars.

Country and Coast

"COUNTRY and Coast—Some Urban Impacts" will be the theme of the fifteenth national conference of the Council for the Preservation of Rural England, to be held at Shanklin, Isle of Wight, from October 7 to 9.

G.M. President's Visit

HARLOW H. CURTICE, President of the General Motors Corporation, which has more than half a million employees throughout the world, is making a tour of General Motors' operations in Europe. After visiting the Vauxhall Motors, Ltd., Luton; AC-Delco, Ltd., Dunstable,



and Frigidaire, Hendon, he has flown to visit G.M. plants in Belgium, Sweden, Denmark, Germany, Switzerland and France. He will also attend the Paris Motor Show which opens on October 7. He is accompanied by four vice-presidents of General Motors, and Ivan Dresser, regional manager.

1955 FRENCH FORDS

THE French Ford company has presented its new models for 1955: the Trianon, Versailles, Régence and Marly. All four have the same engine, mechanical components and general dimensions. While these models are a development of the Vedette, they are entirely new and are the result of twenty months' active preparation, both in the United States and in France. The object sought has been to combine American comfort with European styling and road-holding ability.

The engine is a new V-eight, known as the Aquilon, having a bore and stroke of 66.06 by 85.72 mm, giving a capacity of 2,353 c.c. It has a higher b.h.p. than the Vedette: 80, obtained at the lower r.p.m. figure of 4,600; and a compression ratio of 7.2 to 1. Other characteristics are a three-bearing crankshaft, light alloy cylinder heads, a single water pump with a four-bladed sheet metal fan mounted on its shaft, and belt drive, including the dynamo; rotating valves, adjustable tappets and light alloy compensated

pistons. It has a Zenith carburettor, oil-bath air filter, and pressurized water cooling.

A normal three-speed gear box is used, an accurately balanced propeller-shaft, and a hypoid bevel final drive, with a ratio of 3.9 to 1; the axle housing is banjo type. Its unusual i.f.s. is well known to British motorists for it has been used for some time on Dagenham Fords. The rear suspension is by half-elliptic springs, with built-in lubricators and rubber snubbers. Steering is the American Gemmer system, built in France; the hydraulically operated brakes have two-leading shoes.

The chassis-body construction has been entirely changed, there now being an integrated frame. The two side members and the cross members are box section, and there is a strongly braced bulkhead. The body is welded to this frame and additional rigidity is obtained by the box-section body columns being wrapped over and welded to the chassis side members.

Of the four models which are going into production, the Trianon can be considered standard; the Versailles is a luxury model; the Régence de luxe; and the Marly, which will come out later, a station waggon. The wheelbase in all cases is 8ft 10in; overall height, 4ft 11½in; front track, 54in, and 53in for the rear; and the overall width 5ft 8½in. Weight is given as just over 22 cwt, a notable reduction on last year's Vedette.

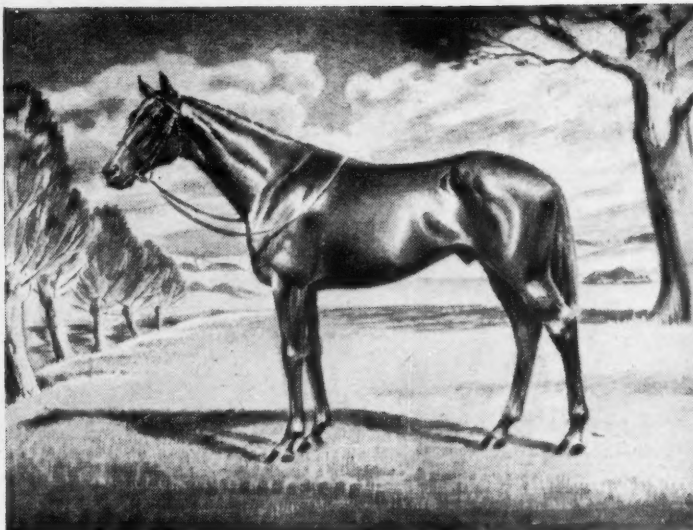
There is less chromium and external trimming than on many American cars; visibility is a good feature, with well-curved windscreen, a rear window of practically the same size, and very narrow columns. A "Vista-dome" roof is supplied as an extra on any model. Two bench seats provide adequate room for six passengers, while the luggage locker is exceptionally roomy.

All instruments are grouped in front of the driver. The tank capacity is 13 gallons. Prices have not yet been announced, but it is believed that they will undercut those of all cars of the same class at present on the French market. The London Motor Show will see this range after it has been exhibited in Paris.



The Régence model, which is typical of the new French Fords.

pur sang



"Tulyar"

The remarkable stamina of Bristol cars is the outcome of constant research and refinement of design, backed by strenuous testing in the laboratory and in the most arduous of road races.

It is this policy of "selective breeding" which gives Bristol cars their gentle manners and vigorous performance.



1st, 2nd, 3rd in 2-litre Class Le Mans 1954
(the ONLY team to finish).

2nd, 3rd, 4th in 2-litre Class Rheims 1954.
In these two races the same team of three cars covered nearly 10,000 miles in 36 hours.



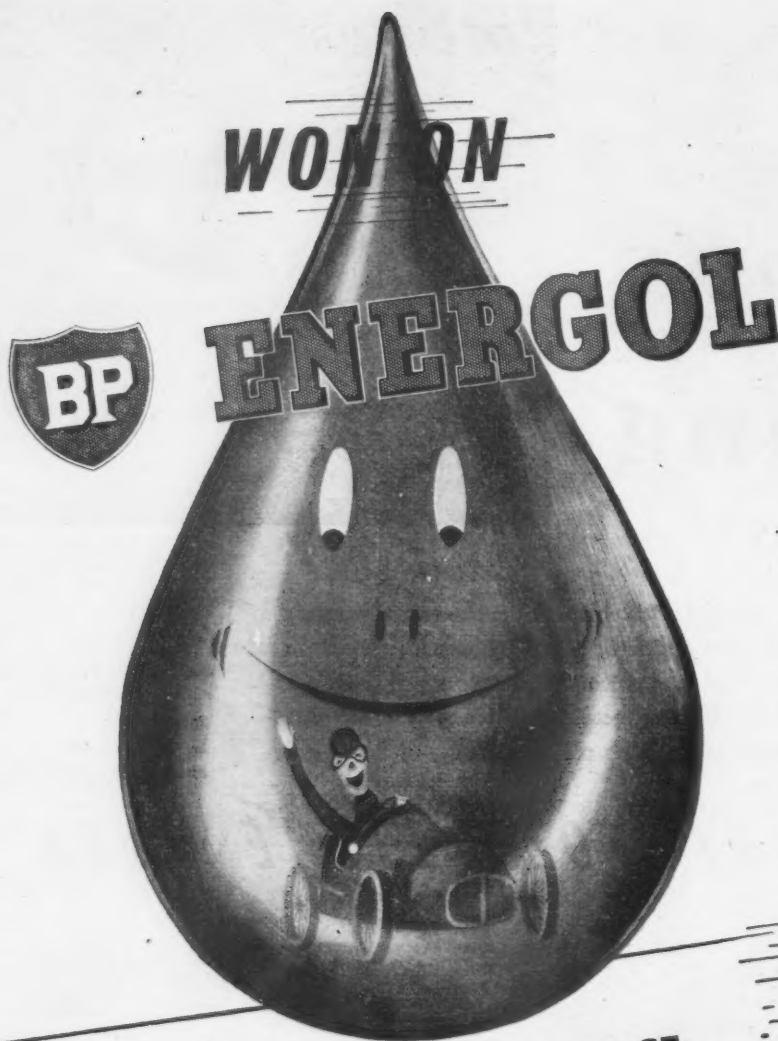
BRISTOL 2-LITRE CARS

The Bristol 403 and 404



THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, BRISTOL, ENGLAND

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R.A.C. INTERNATIONAL T.T. RACE
International Class G

1st KIEFT W. Ferguson A. C. Rippon

CRYSTAL PALACE
Challenge Trophy Formula III

1st COOPER I. L. Bueb

(Subject to official confirmation)

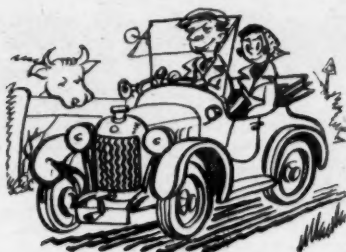
Both these cars used BP Energol motor oil exactly the same
as sold at your garage. Kieft also used BP Super plus BP 08

If you really care for your car — always use BP ENERGOL — the SUPER oil

A PRODUCT OF ANGLO-IRANIAN OIL COMPANY LIMITED, WHOSE SYMBOL IS THE BP SHIELD

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby



Plain and sensible.

Anti-Plutocratic

ONE of the most interesting arguments against the luxury car comes from a colleague of mine who clings resolutely to something old and worn. "Travel has," he says, "been so often spoilt for me by hurry, and that behind-plate-glass, alien-intruder feeling. Lanes belong to cows, children, truant dogs and lovers, and are best enjoyed in a car of plain and sensible appearance (with a horn that doesn't sound like a plutocrat in a Chromobile), of seemly size and preferably open. After all, one could never be happy and at ease in the country in tail coat and top hat, and one could never sit down anywhere. An over-splendid, too bulging and glittering car gives me the same feeling: one is more interested in preserving its sides than in going to nice places."

Teaching Safety

"DON'T wave the children over a zebra crossing," pleaded the jovial policeman in an informal safety talk to a youth group. "They are taught in schools to get as far as the outer edge of the first vehicle which has stopped for them, pause, and see that there is nothing else coming before proceeding to the other side. So many nasty accidents happen through overtaking at pedestrian crossings, so don't signal the children on—let them think for themselves."

Children up to the age of 14 are incapable of assessing the danger of the roads, and must have road traffic drill drummed into them again and again; this the police do at local schools. Amongst schoolchildren the worst offenders are cyclists; with humorous anecdotes, and not sparing the more realistic accident details, he stressed the importance of maintaining cycles in good condition and explained at length, with the aid of diagrams, points which require attention; he also underlined highway code road traffic principles.

It was good to hear how emphatically the police teach that pedestrians, too, have a duty at pedestrian crossings; it

is their duty to give cars time to stop just as it is the duty of cars to stop for them. It was good, also, to find oneself in such complete agreement with the police; but I also found myself wondering how one could encourage children to cross the zebra. The little dears dither for hours on the pavement as soon as they see that the Scribal car has stopped for them.

Alpha, Beta

THERE are two drawbacks to having a motoring secretary; one is that there is someone always present to disagree with Scribal opinions, the other (more engaging) is that one has a confidant for motoring weaknesses. We both recognized the one in her reminiscence on road signs.

"I can never see a freshly painted route sign," she remarked, "without recalling the immediate post-war period when they made a reappearance. I had not yet left school and was at the age when girls think they know



Know everything.

everything; it annoyed me so much to see the A and B signs and not know what they stood for; before the war I had been too young to take an interest in such things. It would be far too *infra dig* to ask anyone and, with war-time numbers and symbols in my mind, I remember airily telling a friend that the A stood for area. I can't remember what wonderful meaning was assigned to the B, nor for how long the fallacy lasted. It was just one of those illusions which grow up with one, like the conviction that when the tide goes out on one side of the Channel it comes in on the other . . ."

Elegance

FROM a lady reader (and I am always pleased to be reminded that my readership is mixed) comes this cutting out of a fashion magazine. Under the heading: "For the Man with the Chic, Sleek Car," it advises: "You must have a beautifully cut hairstyle, so that it looks elegant in a stiff breeze"—I think my hair is quite fashionably short. "Pick a protective

make-up (to stop those red veins) . . ." it continues; not guilty on that score, milord. "Just powder (any rouge will conflict with your wind-blown natural pink) . . ." I wonder if my wife's powder will match the windblown natural pink of my cheeks? "Eye make-up . . . essential part of chic. Use brown rather than black (or play up to the car, if it is green or blue)."

This is where your Scribe gives a short scream and takes to his presumably five-inch heels.

Reserve

BOULOGNE is a difficult town during the rebuilding stage, and its hotels tend to be crowded. If you arrive there to find all space apparently booked (as I did), let me recommend the Grand Hotel at Wimereux, five kilometres north along the coast road. This is expensive but very good and is likely to have plenty of space when Boulogne has none, particularly out of the high season.

Gendarme!

IF in France you want to follow the golden rule and do as France does, it is wise to think twice before labelling a policeman. A French friend of mine has sent this interesting explanation about the *gendarmarie*.

"Frequently a returning visitor will state that he 'spoke to a *gendarme* in Paris.' This is a misapprehension, for 'there ain't no such thing.' Paris and all important cities (including some which are not important) have their municipal police and do not call for the



Think twice.

services of the *gendarmes* except under very exceptional circumstances. The *gendarmarie* is a national semi-military body the members of which are nearly all ex-non-commissioned officers, who have been through a special course of training and who have been sworn in always to tell the truth. They should be treated with a consideration which is sometimes denied the solitary policeman."

The ordinary town policeman is, of course, an *agent de police*.



American roads stretch straight and unbordered for miles, like the route in Texas on the right, and it is possible to see for miles ahead. The many curves of British roads and their hedge borders often make visibility poor. On the left is a typical British road, its verge separated from the highway by a kerb.

MANY motorists returning from foreign lands have plenty to say about traffic conditions in other countries; few are more competent to draw comparisons than Mr. G. Grime of the Road Research Laboratory. Mr. Grime spent some months of 1952 in the United States and drove 20,000 miles on their roads. His comments and conclusions* are extremely interesting.

The chief difference between American and British cities lies in the layout, which gives rise to different traffic problems and pedestrian behaviour. The rectangular plan of most cities in the United States contrasts sharply with the radial pattern common in Britain. This difference is basic and must be accepted; it is unthought of to destroy our fine old cities and plan new rectangular blocks where once their narrow streets twisted. We may perhaps pause here, Pharisee fashion, in grateful thanks that our cities and roads do not abound in the *pavé* blocks and deep drains which make the streets of many beautiful French towns and cities a driving anxiety.

One result of the rectangular layout in America is that cities are cut up into regular blocks so that there are many cross-roads, true four-way intersections which occur frequently where road crosses road at right angles. In busy areas they are all light-controlled, whereas in Britain traffic lights are placed indiscriminately where necessary and practicable. This layout has an important bearing on the behaviour of the American pedestrian, who has to walk only a short distance, not more than 50 or 100 yards, to reach an intersection, where he can cross with the protection of lights and perhaps a policeman. The habit is such that quite a high percentage of pedestrians cross at traffic lights; in Chicago Mr. Grime calculated a figure of 85 per cent, although the pedestrians here are not under compulsion. In Los Angeles, 99 per cent of pedestrians use the crossings; and it is quite

* *Driving in the U.S.A.*, by G. Grime, O.B.E., M.Sc., published in *Roads and Road Construction*, June, 1954.

The chief difference between American and British towns and cities is that in America the plan is usually rectangular, as in Mount Vernon, Ohio. By contrast, British towns mostly have a radial layout.

TRAFFIC ON

Different Road Usage Conditions in Leading



common to see them wait for the light to change even if there is no traffic in sight.

The British driver in towns, therefore, must cope with the hazard of pedestrians crossing his route at any point, while this hazard is almost non-existent in America. There is another important factor of town driving in the United States: the private car is predominant in the traffic stream—there is an uncanny absence of cycles and motor cycles. An analysis of American traffic shows that there is a very high proportion of cars to motor cycles and cycles in the U.S.A.; in great Britain motor cycles and cycles are much more in evidence.

Accident statistics, as can be expected, reflect this condition. Motor cyclists make up over 50 per cent of British casualties to vehicle occupants in urban areas, whereas in the whole of America the figure is said to be less than 5 per cent. There are fewer buses, and heavy traffic must often follow routes which avoid the busy shopping streets. There is no separate speed limit for trucks; France enforces one on heavy traffic through its small towns. American town limits are fixed independently by city and state; they vary from 45 m.p.h. on the outskirts down to 25 or 20 in the busy centres. Britain's 30 m.p.h. in all limited areas stands alone.

In France, one may recall for comparison, cars are

THE SCALES

Countries and How They Affect Accident Rates

generally limited to 40 k.p.h. (25 m.p.h.) through towns, though this varies with the degree of danger which might exist. Through towns on trunk routes, where the roads are reasonably wide and straight, 50 k.p.h. (31 m.p.h.) is often allowed; while if the town is specially dangerous the figure may be as low as 30 k.p.h. (19 m.p.h.) The canny French driver knows where he can safely take risks; but often drives at a surprisingly slow pace through towns which, to the stranger's eye, are innocently empty of traffic.

In Mr. Grime's opinion, only on patrolled highways was the American speed limit generally effective, on the outskirts; in the centre, traffic conditions controlled speed. Again, this is what happens in Paris, which has no limit of any kind on speed. One thing in particular was noticed by Mr. Grime: the permitted speed of 15 m.p.h. past schools was seldom broken, which is in keeping with American child-consciousness.

Neither the streets of American nor British towns were built to carry the present heavy volume of traffic; the average figure for speed, therefore, regulated as it is by congestion, is quite low and does

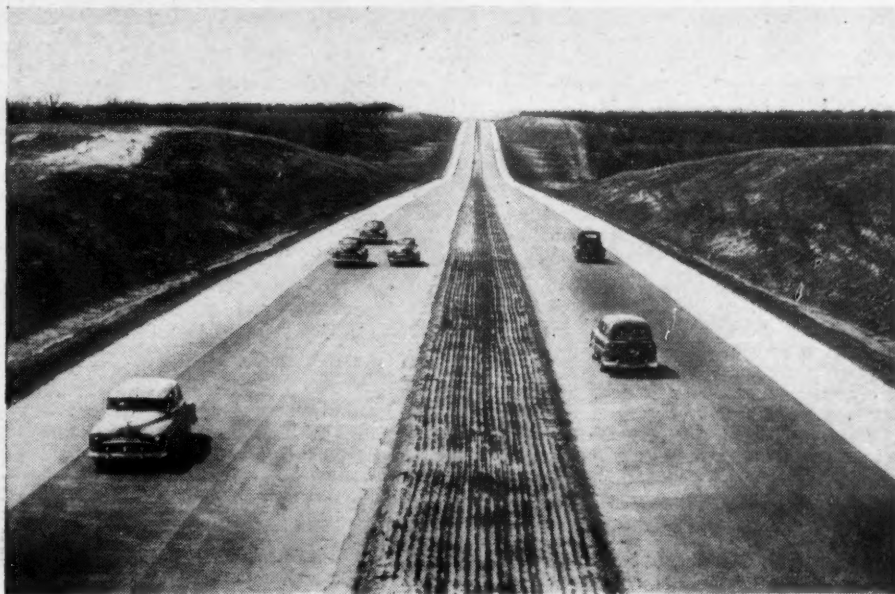
The Turner Turnpike connects Oklahoma City with Tulsa, U.S.A. It illustrates American roads at their best—no sharp turns, no steep gradients; twin carriageways; and a 12ft shoulder, intended for emergency running off or for parking out of the traffic stream.

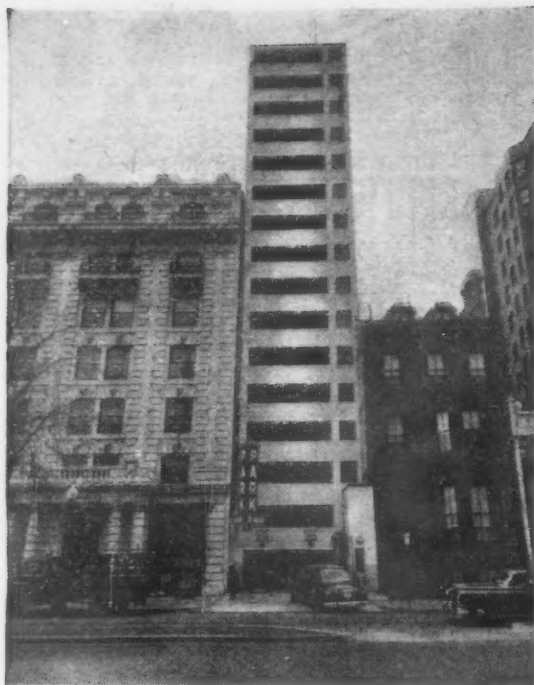


Congestion is a source of frustration on both sides of the Atlantic. Here traffic is queueing in Wilton Road, London, to get into Victoria station.

not differ greatly between the two countries. The ratio of numbers killed to injured in pedestrian accidents shows a similar parallel for urban districts on both sides of the Atlantic. Because of the absence of cycles and motor cycles, and more disciplined crossing by pedestrians in the United States, Mr. Grime considers that town driving is easier in that country.

May a pet hobby horse be allowed to intrude here? It is the ever increasing menace of the motor-assisted bicycle and motor scooter on British and French roads; both machines





Parking, even more a problem in the United States. This Park-O-Mat in Washington, D.C., forms a skyscraper park with 15 floors.

can be highly dangerous, the one because it looks like a pedal cycle, has the pedal cycle's brakes and wheels, but can go much faster—the other because of its squat unsteadiness in the hands of the average rider. In Italy the motor scooter is even more prevalent; in 1938 there were no scooters at all but the present-day figure is 1,500,000.

The existence of many ungated railway crossings in American towns provides a danger which does not appear over here, and collisions with trains are the cause of many injuries and deaths. Towns sprang up beside the rail track and because of the rectangular plan of streets stencilled over the track one set of streets cut the line at right angles, so that railway crossings are a real hazard.

From a comparison of hourly traffic totals in Seattle (U.S.A.) and Newcastle-upon-Tyne in Great Britain, it is found that peak traffic hours occur an hour earlier in the American city than they do in Newcastle. This difference is probably indicative of an earlier peak hour in the United States as a whole, compared with this country; over there, they start the day earlier than we do. A higher percentage of American driving is done at night and there is a correspondingly higher proportion of night accidents.

Poor Street Lighting

Street lighting, Mr. Grime, found during his travels, is usually poor and it is the general practice, enforced by American law in many districts, to drive with head lights in towns; to use side lights only would often be dangerous. The high quality of lighting achieved in offices and shops is not emulated outside; only the most important roads are lit, and often inadequately, except in shopping areas.

On the other hand, British authorities are becoming more and more light-minded: witness the large-scale installation of mercury vapour and sodium discharge lamps, and the even more efficient fluorescent tube schemes which have proved so successful wherever tried.

Traffic lights are not standardized as they are in Britain. In America they may hang over the centre of the road, at all four corners 8 to 10ft high—British fashion—or high up

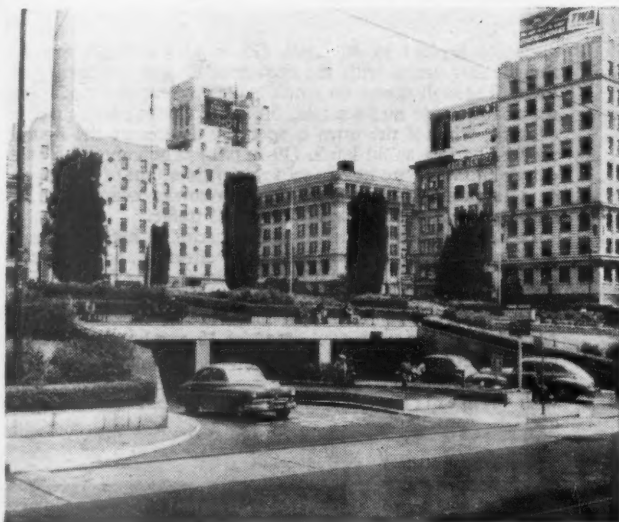
on lamp standards; often only one set faces each way. The lights may even be arranged horizontally instead of vertically—sometimes they are accompanied by semaphore signals or clanging gongs.

One may be sure that the necessity to cope with unfamiliar or unexpected light signals would be an added distraction to the British driver who has to navigate many irregular crossings; whereas in the United States the regularity of the right-angled intersections enables the driver to concentrate on signals, so that his attention can, with safety, be deflected by the irregularity of these lights.

In France, they set lights to a flashing amber when traffic is not heavy—at night, for instance; this warns the motorist to take care, while not actually stopping him. Would this system work in Britain, one asks? And would it help?

The evergreen problem: Parking. We grumble, but according to Mr. Grime, the Americans have even more cause to do so, for the difficulties are greater in the United States. Often there is no alternative in business hours to a parking lot, and the charges range from about 25 cents (1s 9d) for 30 minutes to two dollars (14s 3d) for 24 hours. The privilege of parking in the street is controlled by the famous (or infamous) parking meter at the cost of one cent for 12 minutes (less than 5d an hour) and the time limited to from 10 minutes up to two hours. The difficulties of parking in our country are too well known, and too much a hot-under-the-collar subject, to warrant comment.

TRAFFIC ON THE SCALES



Or under . . . Entrance to an underground car park in San Francisco, California.

How the British motorist sighs for the facilities enjoyed in France! In the boulevards and squares of town and city there is space for all and room to spare; the Latin mind accepts the car with philosophy and even if the motorist must run on to the pavement to reach or leave his parking space, the passing crowds make room for it with no more than the customary French stare of interest. If there are no boulevards or squares—a situation not often encountered in France—there are courtyards or parking places in plenty.

It is quite common for a French car owner to park his car in the road outside his house at night. The old regulations compelled the Parisian to descend by night and move it to the other side, but with the recent relaxation he can leave it there blissfully until 8 o'clock the next morning.

Parking on American rural roads is not allowed; they are mostly provided with wide shoulders or verges for parking or a run-off, if necessary in an emergency. While this practice

is in general good, it can provide hazards. The verge is often of loose gravel becoming scattered with time, to leave a running surface on the road which can be, if it is concrete, as much as four inches above the shoulder. In winter the verge may be dangerously boggy. In Britain, verges are generally raised above the surface of the road and separated from it by a kerb; sometimes lay-bys are provided so that a car can stop without inconveniencing the main traffic stream.

It is interesting to note that the new Highway Code, to come before Parliament shortly, gives prominent position to a new recommendation: that a car should not be parked on any road carrying fast-moving traffic. Any motorist who has suffered from the disalignment of traffic lanes caused by a parked car on main roads will applaud this caution; and make sure that he heeds it himself.

The main difference between rural roads in the two countries, however, is one of geometry. American roads are straight for many miles, whereas in Britain one can seldom travel far without coming to a curve. On these straight roads, pedestrians, cycles and motor cycles are rare; visibility is good owing to the almost complete absence of hedges and there are few intersections. The scene is set for speed, and American cars are built with these conditions in mind. It is difficult, says Mr. Grime, not to run above the speed limits which are in force in three-quarters of the States. These vary from 40 to 65 m.p.h.

The main defect in a large mileage of American highways



Speed limits through French towns are not universal; here the figure is as low as 30 k.p.h. (19 m.p.h.).

is their extreme narrowness. When the roads are good they are very, very good, and main routes carrying a heavy volume of traffic have twin carriageways and four or more lanes. But, like the little girl with a curl, they can also be horrid; a width of 18ft is common and in 1946, out of 32,000 miles of interstate roads, about 6,000 were under 20ft. In Great Britain, 22ft is the recommended minimum carriageway width for trunk, class 1 and class 2 roads.

One serious obstacle to good sight distance in America is the number of vertical curves—rise and fall of the road—encountered, although there are many cuttings and embankments; these embankments are themselves a hazard, because they assist vehicles to run off the road. Mr. Grime concluded that black-topped road surfaces were in general better than concrete pavement; in America the proportion of concrete roads is very high, while British roads are nearly all black-topped.

"Cats-eye" reflecting studs are hardly seen in the United States. The British motorist is helped by a cats-eye line, but must cope with tension produced by the knowledge that his road is shared with cyclists, pedestrians, and so on.

A comparison of driving habits was most easily formed on rural roads, and by night. Mr. Grime noticed that the American driver was more skilful in handling his controls. This may result from the necessity for parking in small spaces and from his habit of driving at higher speeds. The high speed postulate which, it should be understood, is not reckless in the conditions described, causes a higher number of fatal accidents in the United States.

Figures show that the American percentage of accidents involving motor vehicles, as opposed to those involving pedestrians, motor cycles and cycles, is more than double the British figure. This, again, reflects the homogeneous make-up of American traffic.

The American driver is courteous to the pedestrian, impatient with his fellow motorist. He not infrequently covers 900 miles in a single day. S. C.



In America, pedestrians seldom have to walk more than 100 yards to the nearest intersection, where they can cross with the protection of lights. In Los Angeles, California, where this picture was taken, it is reckoned that 99 per cent of pedestrians cross at intersections.

continued



ASPECTS OF THE LAW

No. 8: PARKING OFFENCES

THE 1952 traffic census in London showed an overall increase of 14.3 per cent in all classes of traffic over the figures for 1949. This increase, which is apparently general throughout the country, must necessarily result in a proportionate reduction of the available parking space and a proportionate heightening of the congestion.

One of the methods by which the problem has been tackled was the introduction, by regulations, of the restricted or yellow band street. The intention of these regulations is to prohibit waiting in the restricted street during the prescribed hours for any purpose except setting down or picking up passengers or luggage, or delivering or collecting goods at premises in the street. Usually there is a maximum time limit fixed for the completion of these operations. The streets to which the regulations apply are distinctly marked by yellow bands on lamp-posts or bollards, together with No Waiting signs at the beginning and end of the restricted portion, specifying the days and hours to which the restriction applies. The offence of waiting in a restricted street during the prescribed hours is an absolute one—there is virtually no defence to a prosecution.

A similar innovation was the introduction of unilateral waiting streets. Broadly, these function on much the same lines as restricted streets.

When the zebra crossing regulations were introduced, in 1951, they contained certain provisions regulating the parking of motor vehicles on or near zebra crossings. Obviously, the whole purpose of the crossings would be defeated if vehicles were allowed to park within the limits of the crossing.

Radical Alterations

The new regulations in force from July 1 this year make certain radical alterations to these rules. All parking on the approach side within 45ft of the crossing is now banned; vehicles setting down and picking up passengers, and loading and unloading goods, are no longer exempt from the ban, and a vehicle can only legally stop within 45 feet of a crossing in the event of an emergency, or for reasons beyond the driver's control. The approach to a zebra crossing is now marked by a double line of studs in the road. To contravene these parking restrictions is an offence against the regulations. It is a summary one only, dealt with before the magistrates' courts, and the maximum fine is £5.

Another parking offence for which motorists can be prosecuted is that of leaving a vehicle in a dangerous position. This was made an offence under Section 50 of the Road Traffic Act, 1930. The section says, "If any person in charge of a motor vehicle causes or permits the vehicle, or any trailer drawn thereby, to remain at rest on a road in such a position or in such condition or in such circumstances as to be likely to cause danger to other persons using the road, he shall be guilty of an offence." The offence is a summary one only, and the penalty to which an offender is liable is a fine not exceeding £20 for a first conviction, and a fine not exceeding £50, or three months' imprisonment, for a second or subsequent conviction.

The current Highway Code contains the rule: "Never put your vehicle where it endangers or obstructs others," and goes on to illustrate several instances where leaving a vehicle might cause danger—for example, near the brow of a hill or hump-backed bridge, at or close to a bend or road junction, where it obscures a traffic sign or a pedestrian crossing, or facing the wrong way at night or in misty weather. The section is, in effect, the statutory implementation of the Highway Code rule, and a person may well be prosecuted under this section for leaving his vehicle in any of these

dangerous positions. For a prosecution under this section to succeed, actual danger need not have been caused. The section uses the words, "likely to cause danger," so it will be sufficient for a conviction if potential danger is shown. In addition to the words "in such a position," and "in such circumstances," the section contains the phrase "in such condition." The precise meaning of these words has caused some difficulty, but they have been held to cover the case of a driver who, at night, parked his car properly in the road with both side and rear lights on, but left his driving door open into the road at right angles. A cyclist ran into the open door some minutes later, and the motorist was convicted of this offence.

An interesting provision is made under the Removal of Vehicles Regulations, 1938. Regulation 3 lays down that the owner or driver, or person in charge of any vehicle, is under a duty to remove it or take all reasonable steps to obtain its removal: (i) if it has broken down and the defect cannot be quickly remedied, and its presence is causing unnecessary obstruction or danger to other road users; or (ii) when required to do so by a police constable on the ground that the vehicle is in such a position, condition or circumstances as to be likely to cause danger to other road users. If a person fails to comply with this regulation, he is liable on summary conviction to a fine not exceeding £20.

The regulations go on to say that it is "the duty of a police constable to take all reasonable steps to remove, or employ some other person to remove, and where necessary to provide for the safe custody of any vehicle if he has reason to believe: (a) that the owner or the driver or the person in control or charge thereof has failed to take all reasonable steps to remove it or cause it to be removed in accordance with the provisions of Regulation 3, or (b) that the vehicle has been abandoned." Where the police constable removes the vehicle or provides for its safe custody, or employs any other person to do so, neither the constable nor any other person shall be liable to any action or demand for the recovery of alleged damage caused by the removal unless failure to take reasonable care can be proved. Where the police incur expense in removing a vehicle such sum may be recovered by them from the person responsible.

Of Negligence

There is another parking offence for which the unwary motorist may be prosecuted under the old Highway Act of 1835. Section 78 of the Act contains the provision, "If any person shall by negligence or misbehaviour prevent, hinder or interrupt the free passage of any person, waggon, cart or other carriage" (the word carriage now includes motor vehicles) "on any highway," he shall be guilty of an offence. The penalty for this offence is a fine not exceeding £5; if the driver is the owner of the vehicle involved then the penalty is a fine not exceeding £10. The offence of negligently interrupting the free passage of the highway has been held to cover cases where a motorist, by carelessly opening his driving door, interrupts the free passage of, say, a cyclist who was in the act of passing the car, or of a pedestrian on the pavement walking past the car door. The essence of the offence is that the motorist was negligent in his action; if he can prove that he was not negligent and, in fact, took all reasonable care to avoid the occurrence, he may well escape liability. Once the prosecution have established that something happened which would not normally have happened if someone had not been negligent—perhaps a cyclist is knocked from his machine—then it is up to the accused to prove that he himself was not negligent for him to escape liability.

BARRISTER-AT-LAW.



The Doretti has a full-width body style with open wheel arches at both front and rear. The doors are fitted with push-button locks and there is a bright decorative strip running along the sides of the body.

An unusual feature at the rear is the bright horizontal fin fixed to the rear wings at bumper height. To give increased protection, bumper overrides are fitted. Combined stop, tail and indicator lamps are built into the rear of the body.



The Autocar ROAD TESTS

No. 1546 : SWALLOW DORETTI

ONE of the most recent sports cars to be introduced, by a company well known for both car bodies and sidecars, is the Swallow Doretti, which was described in *The Autocar* of January 15, 1954, and one of the first production versions of this new open two-seater has recently been put through its paces by this journal. This car was designed initially to cater for the large potential market that exists in America for a small and compact European sports car to complement the large "home produced" sedan used for normal day-to-day transport. Many of the mechanical components used to make up this vehicle, such as the engine, transmission and front suspension, are similar to those in the now well-known Triumph TR2, but for the Doretti these have been built into a new tubular frame on which is mounted a neat two-seater body with full-width styling. The car tested was fitted with optional equipment in the form of the Laycock-de Normanville overdrive unit which, in conjunction with the four-speed gear box, provides five forward ratios. The combination of the 90 b.h.p. engine and an unladen weight of under a ton results in a car with

a very lively performance, a satisfactory maximum speed to suit the normal requirements of most people, lively acceleration, and, in view of the performance, a modest thirst for fuel.

Under test conditions the mean maximum speed was 97.25 m.p.h., while the best speed in one direction was 101 m.p.h., using direct top gear, and no increase in maximum speed was recorded if the overdrive was switched in when the car was completely wound up in direct top. This is not surprising, as the function of an overdrive is primarily to reduce engine speed and to improve economy in the cruising range of the car, rather than to increase its maximum speed, which is, of course, a question of power required and power available and not merely one of reducing the gear ratio. The Doretti will cruise very comfortably at around 80 m.p.h. on the speedometer—equal to a genuine 74 m.p.h., leaving plenty of power in hand should it be required. As well as providing a good top end performance, and in spite of its high compression ratio, the engine has plenty of power at low revs and is very flexible, and under test conditions it was found that it would accelerate smoothly in top gear from a speed as low as 11 m.p.h. This bottom end flexibility is particularly useful in dense traffic.

The clutch, with an hydraulically operated withdrawal mechanism, is both smooth to operate and well able to cope with the demands that are likely to be made on it by an enthusiastic sports car driver. The pedal has a satisfactory length of travel and is quite light to operate. The gears are selected by a particularly robust central remote control lever which has a very pleasing short travel from gear to gear. The synchromesh, on top, third and second gears, is effective, but can be beaten if snappy changes are made.

A neat and simple frontal treatment gives the Doretti a smart appearance. Overrides are placed wide apart on either side of the grille, and separate side lamps—which also contain the flashing type of direction indicator—are mounted below the head lamps.





There is a large tunnel in the front of the car to cover the gear box. The interior is neatly trimmed with carpet, and a large pocket is provided in both doors. The top of the scuttle has a leather-covered rubber roll, and there is a grab handle on the passenger side. The Perspex side screens have a hinged panel to permit signalling and ventilation. (Right) When the hood is raised there is some luggage space behind the rear seats. The T-shaped lever at the back of the body is a release for the spare wheel compartment lid.

ROAD TEST continued

The Laycock-de Normanville overdrive is operated electrically by means of a small switch on the facia so that it can be engaged at will by the driver, provided that the car is in top gear. If the overdrive switch is left on, the overdrive is automatically disengaged whenever one of the other ratios is selected, but in these circumstances overdrive and not direct top gear will be engaged as soon as the gear lever is moved back to top gear position. The change both in and out of overdrive is smooth and there is very little jerk on the down change, and it is, of course, possible to open the throttle slightly to adjust the engine speed when the clutchless down change is made.

Coil Spring l.f.s.

At the front the suspension system consists of a conventional arrangement of coil springs and wishbones, but at the rear torque rods are added to the open propeller-shaft drive to ensure that the rear leaf springs do not simulate a letter S under violent braking or accelerating. The suspension is inclined to be hard by modern standards, and this is particularly noticeable when the car is driven over rough surfaces. On normal roads the ride is satisfactory and the roadholding good, and there is very little roll on corners. With an unladen weight distribution giving 52 per cent on the front wheels there is a very slight degree of understeer. The car displays good manners generally and holds its line

well on corners. The steering is light and accurate, although a slightly smaller turning circle would be appreciated. With $2\frac{1}{4}$ turns from lock to lock, control is precise, yet no shocks are transmitted back to the driver's hands; conversely, the steering does not feel in any way dead, and variations in road surface can be detected through it.

The hydraulically operated brakes are very powerful and require only a moderate pedal pressure for maximum retardation. No fade was experienced either on the road or under the extreme conditions of performance testing, which require a very large number of brake applications in a short period of time. The hand brake is also effective, and the substantial lever mounted between the seats has a fly-off type of ratchet.

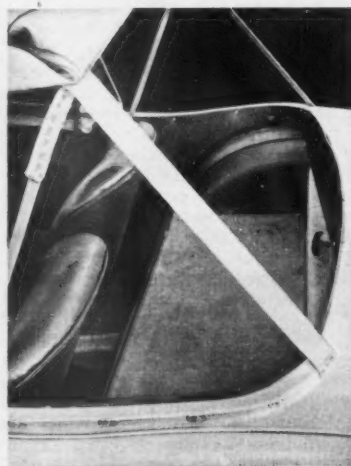
With the hood and side screens in position the general noise level is comparatively high, as the exhaust has a rather healthy note, particularly around the maximum torque point; on the other hand, the car is noticeably free from vibration. Apart from the exhaust noise there is also sound from the air intake cleaners, and some gear noise in the indirect ratios.

Pendant Pedals

Bearing in mind the length of the wheelbase, the cockpit space is rather limited and a little extra travel on the seat adjustment would be appreciated, particularly by a tall driver. The seat itself is quite large and gives good support, but even when moved back as far as the adjustment will allow it is comparatively close to the steering wheel, while the wheel itself is rather close to the inside of the door. Pendant pedals are used for both clutch and brake, and also for the throttle. They are well placed in relation to one another, but there is very little space for the driver's left foot between the clutch pedal and the central tunnel;

consequently, the dip switch is mounted on the side of the tunnel, with the result that it is closer to the driver than the other foot-operated controls.

From the driving seat there is very good all-round vision; the windscreen pillars are thin and both front wings can be clearly seen. With the car completely closed the vision is generally good, and the mirror is well placed in conjunction with the rear window in the hood to give good rearward



vision. Some degree of blind spot is caused, however, by the rear quarters of the hood. There is plenty of head room, although visibility when touring in mountainous country would be improved if the windscreen were a little deeper. The wipers are powerful and cover a satisfactory area of the screen, but they do not overlap to form a single wiped area.

All the instruments are grouped around the centre section of the facia, with two large dials containing the speedometer on the right and the tachometer on the left. Between these are placed four smaller dials containing a water temperature gauge, oil pressure gauge, ammeter and fuel gauge, while in the extreme centre section are mounted the small switches and overdrive control. The bonnet release is placed in a rather unusual position in the centre of the facia, directly above the side and head lamp switch, and in this position it might easily be inadvertently operated at night, as the knob is of the same proportions as the other

switches; however, as the bonnet is hinged at its leading edge, this would not have dangerous results. There is no rheostat in the instrument lighting switch and the illumination is rather bright and causes a certain amount of reflection in the windscreen at night.

The doors are hinged on their leading edges; they are of a useful size and are arranged to stay in the fully open position when required, to assist getting in and out; a useful grab rail is provided on the left side of the fascia. In place of fascia glove boxes, large pockets are provided in both doors, and the inside door handles are built into the top of these compartments so that they do not project into the car. A built-in heater unit is fitted as standard; it is controlled by a switch on the right of the fascia which regulates the heater fan, and a water tap placed under the bonnet, ducts being provided in the top of the scuttle to direct the air to the inside of the windscreen in the normal

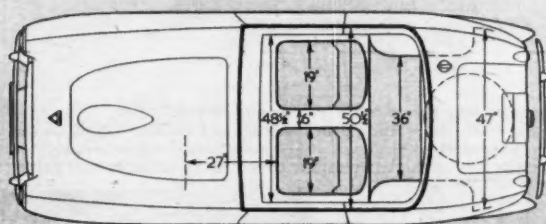
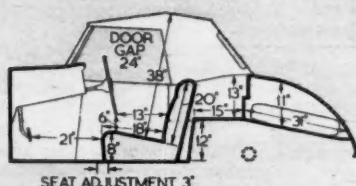
way. The heater unit is carried inside the car below the centre section of the fascia.

The neatly fitting plastic hood is quickly detachable via a row of fasteners around the back of the body and two screwed fastenings which connect with the windscreen frame, while the sidescreens are attached by screwed fastenings. With this equipment in place the car is quite warm and snug, and there is very little draught even at high speed. When it is not required the hood can be quickly folded down into the well behind the seats and enclosed by a tonneau cover, which is provided with a central zip so that the passenger seat can be enclosed when the car is driven solo. During the test the car was driven in quite heavy rain, and under these conditions the equipment was completely waterproof.

Luggage accommodation in the Doretti is, quite frankly, rather limited. With the hood up there is space for a

SWALLOW DORETTI

WHEELBASE	7' 11"
FRONT TRACK	4' 0"
REAR TRACK	3' 9½"
OVERALL LENGTH	13' 0"
OVERALL WIDTH	5' 1"
OVERALL HEIGHT	4' 3"



Measurements in these ½ in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.
Speed Range, Gear Ratios and Time in sec.

M.P.H.	3.03	3.7	4.9	7.4	12.5
	to 1	to 1	to 1	to 1	to 1
10-30	—	9.3	7.0	4.6	—
20-40	11.6	9.0	6.7	4.5	—
30-50	11.8	9.1	6.7	5.0	—
40-60	12.7	9.6	7.1	—	—
50-70	14.6	10.4	8.5	—	—
60-80	15.8	12.3	—	—	—
70-90	24.7	18.1	—	—	—

From rest through gears to:

M.P.H.	sec.
30	3.8
50	9.4
60	13.4
70	17.9
80	23.9
90	35.3

Standing quarter mile, 18.8 sec.

SPEEDS ON GEARS:

Gear	M.P.H.	K.P.H.
	(normal and max.)	(normal and max.)
Top	(mean) 97.25	156.51
	(best) 101	162.55
3rd	60-75	97-121
2nd	40-50	64-80
1st	20-28	32-45

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	100	109
True speed	12.5	20.5	29.5	38	48	57	66	74	83.5	92	101

TRACTIVE RESISTANCE: 15 lb per ton at 10 M.P.H.

TRACTIVE EFFORT:

Gear	Pull (lb per ton)	Equivalent Gradient
Overdrive	200	1 in 11.5
Top	250	1 in 8.9
Third	330	1 in 6.7
Second	500	1 in 4.4

BRAKES:

Efficiency	Pedal Pressure (lb)
83 per cent	75
70 per cent	50
40 per cent	20

FUEL CONSUMPTION:

28 m.p.g. overall for 450 miles. (10.1 litres per 100 km.)
Approximate normal range 26-38 m.p.g. (10.9-7.4 litres per 100 km.)
Fuel, First grade.

WEATHER: Fine, dry surface; wind negligible. Air temperature 71 deg F.

Acceleration figures are the means of several runs in opposite directions.

Tractive effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of January 15, 1954.

DATA

PRICE (basic), with open two-seater body, £777.

British purchase tax, £324 17s 6d.

Total (in Great Britain), £1,101 17s 6d.

Extras: Radio £42. Heater standard equipment. Wire wheels £25 (basic). Overdrive £40 (basic).

ENGINE: Capacity: 1,991 c.c. (121.5 cu in).

Number of cylinders: 4.

Bore and stroke: 83 × 92 mm (3.26 × 3.62 in).

Valve gear: Overhead; push rods and rockers.

Compression ratio: 8.5 to 1.

B.H.P.: 90 at 4,800 r.p.m. (B.H.P. per ton laden 79.7).

Torque: 116.6 lb ft at 3,000 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 20. (Overdrive 24.5).

WEIGHT (with 5 gals fuel): 19½ cwt (2,156 lb).

Weight distribution (per cent): F, 52; R, 48.

Laden as tested: 22½ cwt (2,526 lb).

Lb per c.c. (laden): 1.27.

BRAKES: Type: F, Two-leading shoe; R, leading and trailing.

Method of operation: F, Hydraulic; R, Hydraulic.

Drum dimensions: F, 10in diameter; 2½in wide. R, 9in diameter; 1½in wide.

Lining area: F, 87.5 sq in. R, 60.5 sq in (131 sq in per ton laden).

TYRES: 5.50-15in.

Pressures (lb per sq in): F, 22; R, 24 (normal). F, 28; R, 30 (for fast driving).

TANK CAPACITY: 12½ Imperial gallons.

Oil sump, 11 pints.

Cooling system, 14 pints.

TURNING CIRCLE: 36ft 6in (L and R).

Steering wheel turns (lock to lock): 2½.

DIMENSIONS: Wheelbase: 7ft 11in.

Track: F, 4ft 0in; R, 3ft 9½in.

Length (overall): 13ft 0in.

Height: 4ft 3in.

Width: 5ft 1in.

Ground clearance: 6in.

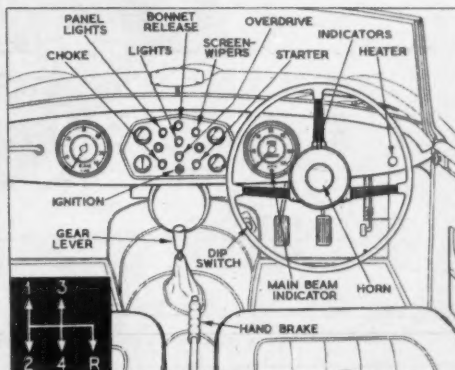
Frontal area: 16½ sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51

ampere-hour battery.

Head lights: Double dip; 60-36-watt bulbs.

SUSPENSION: Front, Independent; wish bones and coil springs. Rear, Half-elliptic leaf springs and torque rods.



ROAD TEST continued

suitcase in the well behind the seats, but this compartment is, of course, partly filled by the hood and its frame when the car is opened. There is some space for small items in the rear locker, although most of the space in this compartment is filled by the spare wheel. The locker lid is hinged at the top and there is a remote control release for the catch, placed inside the body; on the car tested this was rather stiff to operate, and it is difficult to get at it if the hood is lowered. It would be better if an external handle and lock were fitted to this compartment so that small items could be locked away safely when the car was left unattended.

The Doretta has very good head lights which give an adequate range and spread of light in both the main and the dipped positions. The self-cancelling flashing type of direction indicators are controlled from a lever on the steering column, and there is a yellow warning light on the fascia to show that the indicators are working. A two-point jacking system is provided, and to place the jack in position it is necessary to roll back the carpet and remove a cover plate in the floor just in front of either of the seats; the jack is then inserted through this hole and clipped on to a jacking bracket fixed to the frame. Thirteen lubrication points require attention with a grease gun at intervals of 1,000 miles. The large fuel tank has a quick-action filler and it can be quickly replenished without risk of blowing back. It provides an adequate range between refuelling stops.

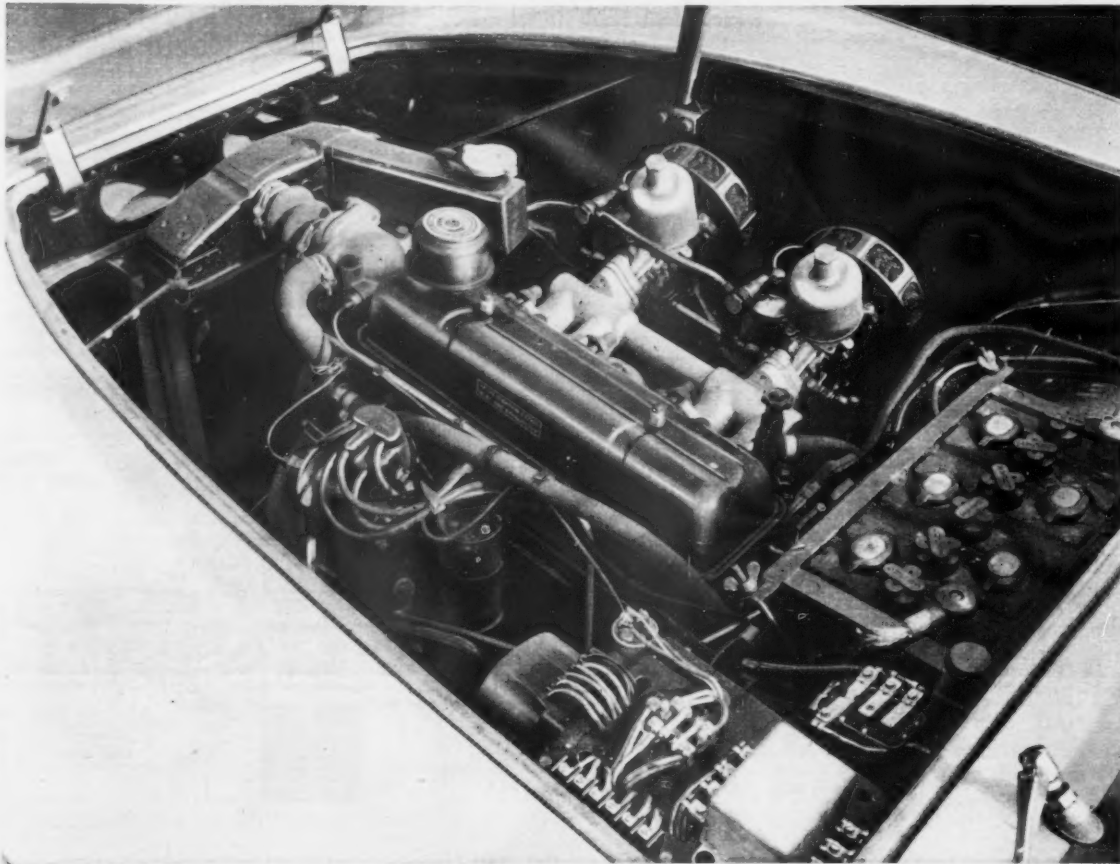
The Swallow Doretta is a neat and compact two-seater sports car which has a very lively performance together with a very satisfactory fuel consumption. It is a trim



The rear locker is used to carry the spare wheel, tools, tonneau cover and side screens; it is provided with a self-locking strut to keep it in the open position when required.

little car with pleasing lines, and the general finish indicates that it is a well-made, workmanlike job. It is moderately priced and should meet the needs of those requiring a medium-sized sports car that will stand a lot of hard work and be fun to drive.

The one-piece bonnet is hinged at the front and permits easy access to the engine and its auxiliaries. The oil and water filler caps are close together towards the front of the engine, while the ignition distributor is conveniently placed on the left-hand side of the power unit. The battery is mounted in the centre of the bulkhead, with the regulator unit and other electrical gear grouped on the left. The small tap on the right-hand side, to the rear of the valve rocker cover, is the water cut-off valve for the heater.





The Bentley Continental drophead coupe by Park Ward.



BENTLEY

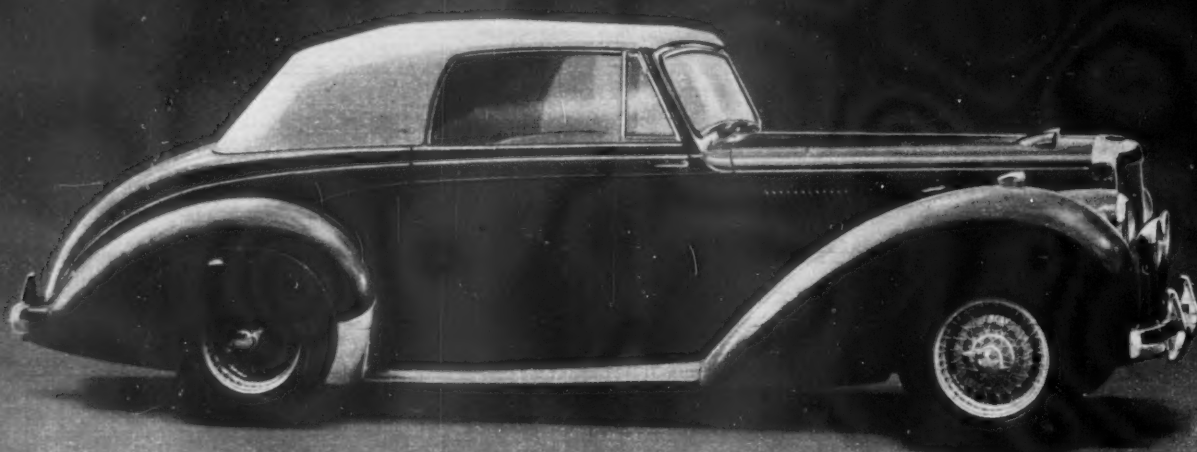
announce

Two New Continental Models

The elegant Drophead Coupe and Sports Saloon by Park Ward provide exhilarating motoring for four passengers at speeds up to 120 m.p.h.

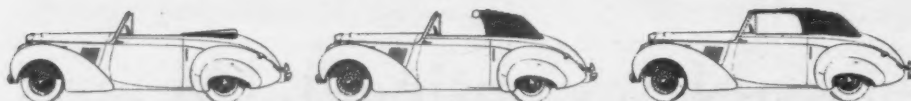
These new models, which are available with the automatic gearbox, are the only additions to the existing range of Rolls-Royce and Bentley cars which continue in their present form and will be exhibited at the Earls Court Motor Show.

P E R F E C T I O N



THE Alvis T.C. 21/100 Drophead Coupé is a masterly example of British car-making at its individual best—built by the practice and skill of craftsmen working as a team; built for the man who asks not only for stylish individuality but for the power of performance and the challenge of speed under perfect control. Here then is yet another great-hearted car to be proudly owned and driven mile after mile, year after year. As the "Motor" says of the T.C. 21/100, "This is the way to go

motoring! The new Alvis T.C. 21/100 offers delightful motoring with a maximum speed of 100 miles per hour, 85 miles per hour in third, and a petrol consumption of 22 miles per gallon at a constant 60 miles per hour. In traffic, it will amble quietly in top, or will leap away in its indirect gears in a manner which at first almost disconcerts by the ease with which it does it. Like all really good enthusiasts' cars, the T.C. 21/100 flatters the man who handles it."



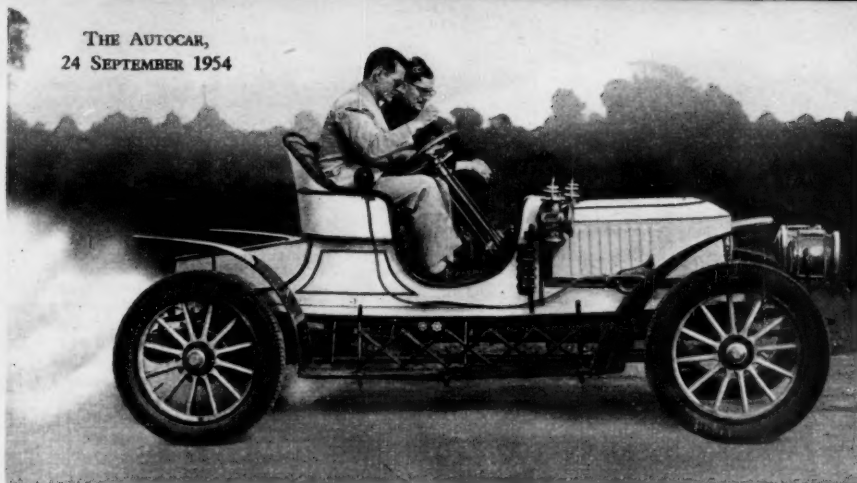
The three-position Melloroid hood and Smiths air conditioning unit makes for motoring comfort from January to December. Let it shine, and the hood can be neatly folded away as an open tourer. Let it pour, and you drive in all the warmth and deep-sprung comfort of a saloon.

A L V I S

ALVIS LIMITED, HOLYHEAD ROAD, COVENTRY

London Showrooms and Service Depot: 832 FINCHLEY ROAD, N.W.11 Sole London Distributors: BROOKLANDS OF BOND STREET, MAYFAIR W.8

ALDA



A concerned Paul Tusek coaxes the Stanley Steamer along while clouds of steam issue from the "funnel."

Details of Some of the Visiting Cars in the Anglo-American Rally

By
PETER GARNIER

CULT OR HOBBY?

IT is hard to say what peculiar trait it is in human nature that makes one love obsolete and obsolescent machinery. Perhaps it is the enormous satisfaction that comes from making something work efficiently, when others have given it best and replaced it by something more modern; perhaps it is the joy of possessing something which very few others have. There is the sheer delight, to those who appreciate craftsmanship, in restoring to its original state a machine that was made, before quantity production came along, by the hands of craftsmen. Finally there is the feeling of security which comes from close association with things that have endured through the years—survivals from a generation when life moved gently and graciously.

Whatever the cause, there is an ever-increasing number of people who are discovering antique cars in out of the way places—often in an unbelievable state of decay—and by dint, perhaps, of years of work restoring them. Through the efforts of the members of the Veteran Car Club and the Vintage Sports Car Club, the British public has many opportunities to study the cars that exist in this country, but the American activities in this field are less familiar. It was a very pleasant experience to see and study some of the outstanding American cars of the past in the recent Anglo-American Vintage Car Rally (described in last week's issue of *The Autocar*).

The majority of the American cars were unfamiliar to British eyes, the underlying difference being in their larger size. To tastes conditioned by the open four-seater coachwork on the 1914 Prince Henry Vauxhall, and reaching its climax in the early 'thirties on such cars as Bentley, Alvis and others, the American Raceabout concept of sporting coachwork was unfamiliar; the Mercer, Stutz Bearcat and Pierce-Arrow displayed this style and were rakishly impressive. Engine sizes, too, were generally larger—as they are in current American cars.

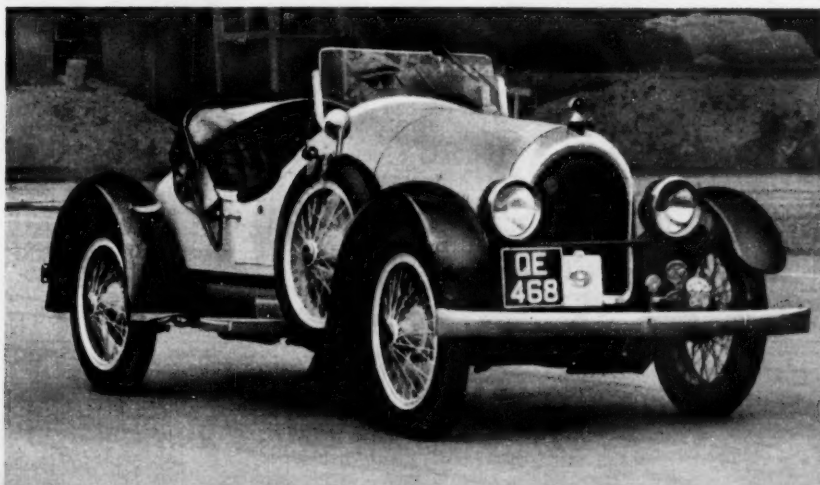
Among those rating high in interest value was the Stanley

Steamer. There are very few steam cars left in this country, where this means of propulsion died an early death. In America it survived for much longer, the Stanley works building steam cars until the early 'thirties. The boiler in this car is under the bonnet and is of the vertical multi-tube type, shaped like a drum and 23in in diameter. Around the 700 tubes are wound three layers of piano wire to take the stresses. The boiler is fired by a vaporizing burner, using white spirit, which is also under the bonnet. The engine is under the rear compartment and in unit with the rear axle. It lies horizontally, the front end suspended from the frame and the rear end bolted direct to the rear axle casing. The two cylinders have a bore of 4in and a 5in stroke and are double-acting—the pistons receiving a power impulse on every stroke. The crankshaft is parallel to the rear axle and a single spur gear on the engine shaft engages with one on the rear axle to form the entire transmission.

Spirited !

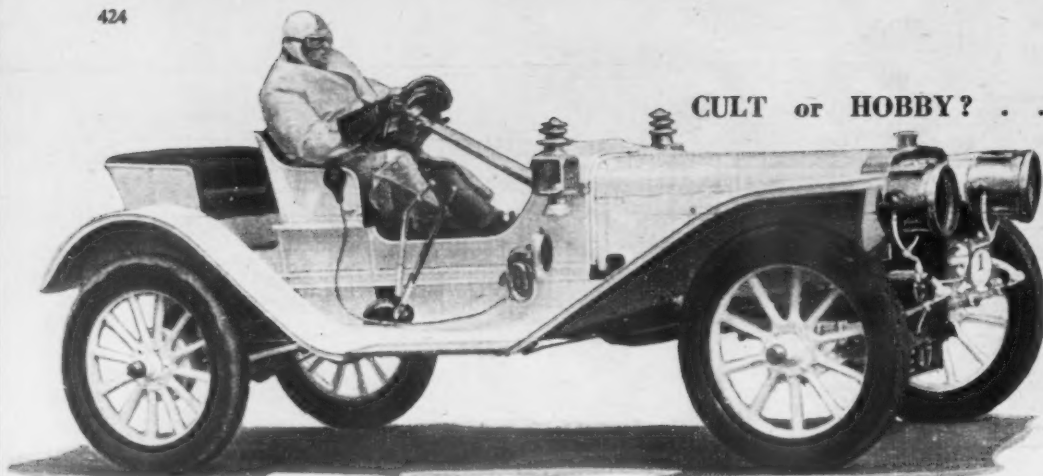
Maximum speed is in the region of 70 m.p.h., at which speed the owner, Paul Tusek, said that it was almost impossible to keep the car on the road. The cruising speed is between 30 and 40 m.p.h. and the range between refills of water only about 30 miles—a water consumption of 1 m.p.g. Paradoxically, the Stanley was the only car fitted with a wooden frame, and the front cross member became somewhat charred after two fairly violent fires en route from Edinburgh to Goodwood! Most of the troubles suffered by this car were caused by incorrect fuel and, in order to increase the volatility, a length of brake cable was fed into the pipe from the pilot fuel tank to the pilot jet—in the hope that the fuel would keep near the warm surface of the pipe and increase vaporization. Unfortunately carbon formation blocked the pipe; the cable could not be removed and so the entire burner had to be removed at Harrogate, the pipe cut, cleared and welded.

For conservative grandeur and out-and-out enormity



Youngest American, the 1923 Kissel Speedster of A. C. Baker, fitted with a six-cylinder, side-valve engine which develops 60 b.h.p. at 2,300 r.p.m.

CULT or HOBBY? . . . continued



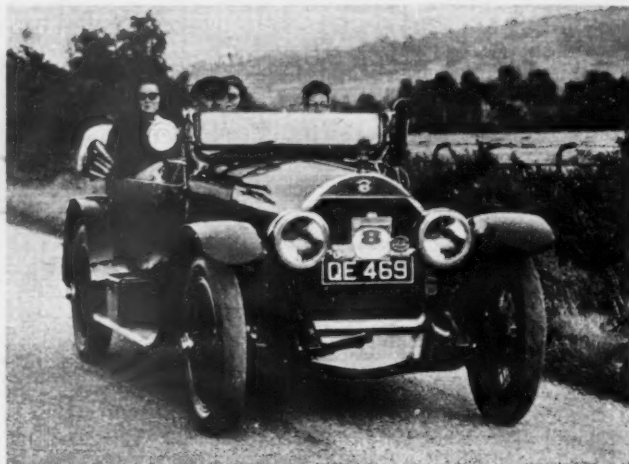
Luxurious six-cylinder forerunner of the austere four-cylinder Model T; Elmer W. Bemis' Model K Ford, which has a top speed of around 60 m.p.h., two-speed planetary transmission and an exhaust note like that of a Model T.

the great Pierce Arrow was unequalled. The antithesis of the current six-seater, 1½-litre trend, this high-priced car, with a length of 19ft and a six-cylinder T-head engine of 12½ litres, carries its owner and his wife in comparative (though exposed) luxury. Progressively less luxurious and more exposed are the folding seat to the rear and the lackey's seat on the left-side running board. Its handling characteristics were variously described; by its owner, H. Austin Clark, as being like a locomotive; by an English competitor, who tried it, as being like a yacht and, by a contemporary issue of *The Autocar*, as being like an hydraulic lift. On a smooth, straight road it was very pleasant, but its unusual weight distribution and the long, whippy chassis frame make fast driving on a rough road, or enterprising cornering, somewhat perilous.

This particular example was custom-built for a small man (it is, in fact, the only example ever built with Raceabout body style), and has a very cramped driving position. The car has a high top gear of 2.5 to 1 and a four-speed gear box; with any amount of low-speed torque available from the big engine, the gear box is rarely used. Its fuel consumption on the run from Harrogate to Boston worked out at 8 m.p.g. and, at 1,500 r.p.m., the makers claimed an output of 100 b.h.p.; maximum speed is in the region of 85 m.p.h. The Pierce-Arrow company, of Buffalo, were the last American firm to build right-hand drive cars, and it represented the ultimate in sporting, owner-driven refinement.

Most rakish of all was Ralph T. Buckley's 1914 Mercer Raceabout, whose manufacturers, before the first war, had built up a reputation for producing one of America's greatest sports and racing cars. With its long, exposed steering column, two separate bucket seats and the big combined

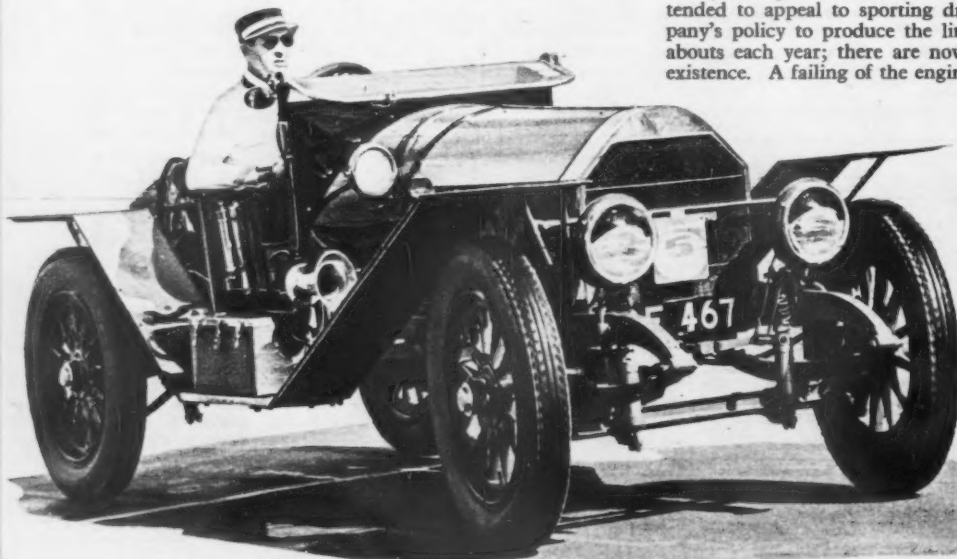
Samuel E. Baily, captain of the American team, in the 1914 9½-litre Simplex. This was the only car in the American team with final drive by chain.

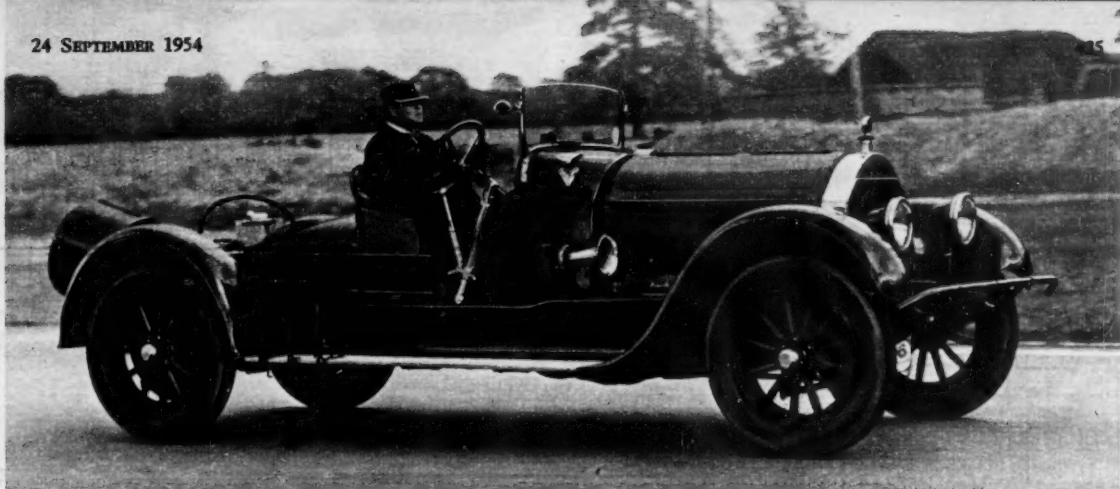


Full house; Clarence Kay's 1919 Stutz Bulldog with normal four-seater touring body and mudguards of an unusually attractive shape. The 5.9-litre 4-cylinder o.h.v. engine gives a top speed of almost 80 m.p.h. The three-speed gear box is mounted in the rear axle.

fuel and oil tank at the rear with outsize brass filler caps, the car was a fine sporting example of the American Edwardian era. Great credit is due to its owner, who rescued it from a state of utter dereliction that would have deterred most enthusiasts. Its present perfect condition took four years to achieve. This model—the 35 J—has a four-cylinder, side-valve, T-head engine of just under 5 litres; the cylinders are cast in pairs. The cars were intended to appeal to sporting drivers, and it was the company's policy to produce the limited number of 150 Raceabouts each year; there are now about 90 of these cars in existence. A failing of the engines was the tendency for the

cylinder blocks to break off, caused by weakness at the flange. It is not wise, therefore, to allow the engine to pull hard at low speeds. The four-speed gear box is delightful and easy to use, with well-spaced ratios (7, 4.5, 3.5 and 2.52 to 1). The engines were required to show an output of 58 b.h.p. before being passed to the public, and each car was guaranteed to cover the mile in 51s (70.2 m.p.h.).





Largest of the lot; Henry Austin Clark's 1916 Pierce Arrow, a veritably vast car with the passenger accommodation of an old Austin Seven and the performance of a locomotive.

Particularly noteworthy about the car is its firm and rigid chassis and good suspension. Though there is not much power at low engine speeds, the engine pulls well when it gets going, and a maximum speed of 80 m.p.h. is claimed. The steering is good and has a slight degree of understeer, the car handling well by modern standards. A rival to the Mercer in its day, and possessing the same body style, was the Stutz Bearcat, a reserve car driven by Tony Koveleski. The car's Achilles' heel is the gear box, which is in the rear axle. The resultant increase in unsprung weight seemed to affect the road holding. Although the car handled well and felt very much "in one piece," its performance was not in keeping with its very sporting appearance. A three-speed gear box is fitted with a surprisingly high first gear.

Unique ?

One of the most handsome and technically interesting cars was the 1918 Model K Biddle of Edward S. Hansen. The majority of the cars produced by the company between 1915 and 1922 were fitted with Buda engines, and it is thought that this is the only surviving example of the Rochester-Duesenberg-engined cars, of which only a few were made. In 1921 the assets of the Biddle company were sold. The cars met with no commercial success, the firm passing out of existence in 1922. The valve arrangement on this four-cylinder 5½-litre engine is unusual. Very long rockers on the right side of the engine reach 14in from the high camshaft to the horizontal valves. There cannot have been much wrong with this arrangement as the engines were successfully used in racing cars at Indianapolis. The car's radiator was very reminiscent of the old Mercedes.

A detail refinement on F. T. McKelvie's 1929 7-litre, twin overhead camshaft Model J Duesenberg (and standard on this model) is a system of warning lights on the fascia. A green lamp indicates, every 35 miles, that the automatic chassis greasing is in progress; a red lamp, immediately above, shows when the lubricant reservoir requires refilling. A third lamp indicates the necessity to change the engine oil, and a fourth to top up the battery.

A remarkable resemblance to the later Model T was borne by the 1906 Model K Ford Six-Forty Speedster of Elmer W. Bemis. This model was in production in Detroit from 1906 to 1907, and has a 40 h.p., six-cylinder, side-valve L-head (normal valve arrangement) engine. The engine is "square," having an equal bore and stroke of 4½in. Even the exhaust note was identifiable as Ford, despite the six cylinders, and the normal planetary two-speed transmission, similar to that of the Model T, is used. The car is beautifully

With an open four-seater body of a type known as a Toy Tonneau, Roderick Blood's 1913 Lozier has a 9,030 c.c. engine producing 51 b.h.p.

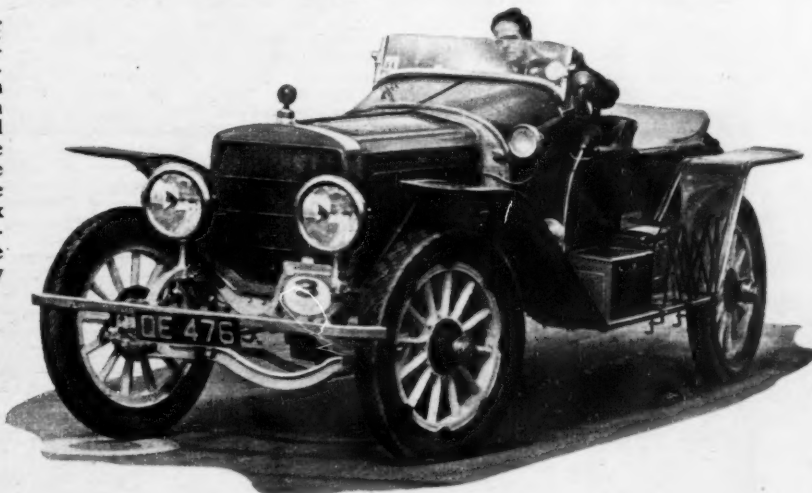


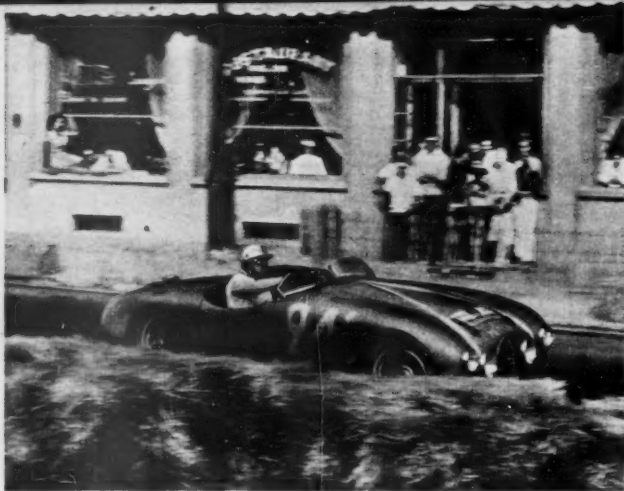
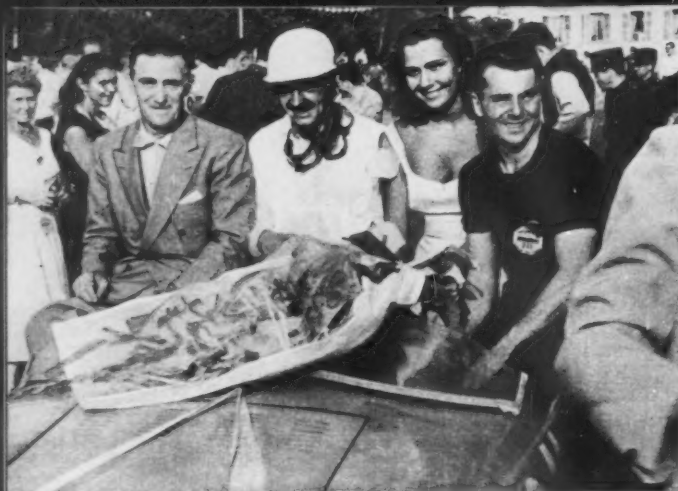
The Model K Speedway Special Biddle of Edward S. Hansen. Built in 1918, this car has reasonably modern lines and a Mercedes-like radiator.

made—the copper steering column being a thing of particular beauty—and equally beautifully preserved. A four-pipe brass organ is operated by the exhaust and serves as a warning of approach.

The 1914 Simplex of Samuel E. Baily, captain of the team, was the only American car using final drive by chain. As with the rest of the team, the car has a vast four-cylinder, side-valve engine of 9½ litres. This car was originally a tourer, but was rebuilt as a replica of the Series F sports car by Briggs Cunningham, who was the previous owner. The considerable power is transmitted through a four-speed gear box and four alternative driving sprocket sizes are available, giving a best maximum speed of 80 m.p.h.

These, then, are the outstanding examples of skill and craftsmanship which have, some say, "degenerated" into the modern chromium and cellulose products of Detroit; they stand out as prominently in that context as do our own Edwardian and Vintage cars. There is no place for them now; modern economy has swept them away. But they have their beauty as surely as do the period pieces of Wedgwood, Chippendale and Hepplewhite, and there are still thousands who appreciate them.

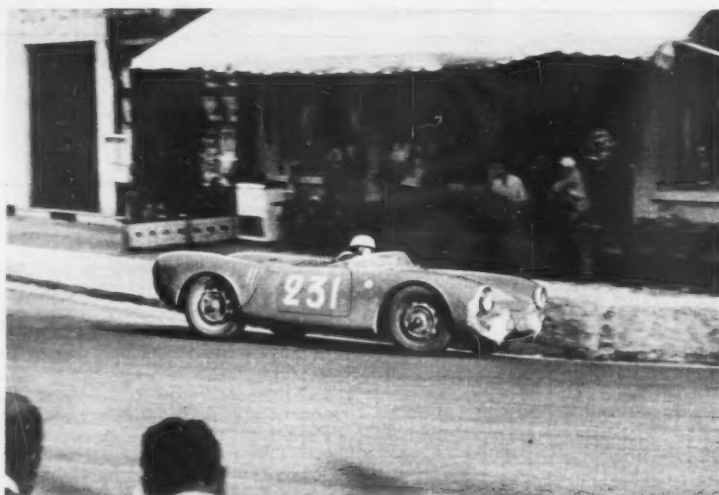




A happy Amédée Gordini sits on the flower-bedecked winning car after the final test at Nice, together with Jacques Pollet (in helmet) and M. Gauthier. (Right) Pollet hurls the 2½-litre sports Gordini down the Avenue de Phocéens during the hectic final test.

TOUR de FRANCE FINALE

GORDINI WINS 4,000-MILE, NINE-TEST, EVENT



This Le Mans-type Porsche was second in the rally and won the sports car class, driven by Claude Storez and H. Linge. The latter is at the wheel in this final test picture on the Nice circuit.

SO the fourth and gruelling Tour de France rally was won by one of the hand-built sports cars produced by the French wizard, Amédée Gordini! This has surprised more than a few people, for this is a very tough 4,000-mile event which includes special tests in some numbers, many of them approximating to road races; yet the Gordini, which has the reputation, deserved or not, of being somewhat capricious and fragile, made light of it, finishing as fresh as it had begun—although the rear tyres had almost worn through the coachwork above them, too little clearance being provided.

In fact, Gordinis could have been first and second. As related in last week's issue of *The Autocar*, the 3-litre sports version driven by Guelfi and Quinlin had disputed first place with the eventual winners (Pollet and Gauthier in the 2½-litre) for more than half distance in a

terrific internecine battle—in itself a rather inexplicable and unnecessary thing. Finally, however, the larger car was eliminated during the Thursday night; the navigator lost the way, and Guelfi arrived at Grenoble so late that the control had closed. Then pure farce intervened; the irritable crew decided to go straight on to Nice, but ran out of petrol in the middle of the night. Quinlin, as the culprit, went off with a jerrican on foot; then a passing motorist lent Guelfi some fuel, and he promptly abandoned his missing partner and set off alone for Nice! There were subsequent recriminations, but all was well in the end.

Meanwhile the rally went on, the contestants dwindling in numbers. In each class there was close competition for first place; among the production touring cars the Alfa Romeos of Martignoni and Rabezana, and Jauson and Bourgat, fought hard with the little Renault of

Rédélé and Pons. In the production sports car category the battle lay between the 2-litre Maserati of Estager and Proto and the Alfa Romeo of Stasse and Gendebien, while the out-and-out sports cars saw Péron's Osca and Storez' Porsche changing places at intervals. It must be noted that whereas the general classification is a straightforward affair, that of each group is run on a handicap basis; therefore it happened that the Gordinis which led the rally throughout could never catch—in their group—the fleet little Osca and Porsche.

Even without the handicap, the speed of the Osca in the flying 1,500-metre speed test at Nancy was phenomenal; Péron averaged 118.2 m.p.h., which could only be equalled by the larger Gordini. But the toll among the faster cars had been heavy; the sole remaining Ferrari (that of Herzet and Bianchi) to survive to half distance had retired at Rheims, having incurred a 1,000 point penalty for changing its battery, while of seven Oscas only two were still running, those of Péron and Bertramnier and Armengaud and Chaix. By now there were only two British cars left (both French driven), the Triumph TR2 of Consten and Le Guezec, and the Austin-Healey of R. A. Bouchard and Mme. P. Morel. Most unhappily, the car ran off the road when only twenty miles from the end of the road section at Nice, falling some distance and overturning, both occupants receiving fatal injuries.

So the 54 survivors came to Nice and the final test, a 100-kilometre (62-mile) race or speed test round the 1.3-mile circuit in the town itself. This occupied all of Sunday, there being four separate races for different groups of cars; the crowd loved it, the sun shone throughout, and many were the startling performances. Martignoni's Alfa Romeo 1900 TI won the production car group—an especially good performance, as this car was among the few also eligible for the Cibié trophy for strictly standard production cars. Estager's Maserati proved best production sports car, although Gendebien actually kept the Alfa in front of it during the final test; the Triumph came third to them in the test, finally taking fifth



Coupe des Dames winners: Mlle. Gilberte Thirion (right) and Mme. H. Polensky, with their works-sponsored Porsche coupé. (Right) The Panhard Dyna 54 driven by A. Pupier and H. Giulioi sweeps past a gendarme at the summit of the Col de la Cayolle, during the last day of the road section. This car took fourth place in the standard production car contest for the Cibi Trophy.

place in its class in the rally as a whole, and eleventh in general classification—a creditable performance. The Porsche works driver Linge followed Péron in his Osca closely in the test, knowing that he and Storez had a lead in the sports car class proper; they also finished second to Poller's and Gauthier's Gordini in the general classification. Mlle. Thirion, and Mme. Polensky (wife of the celebrated German rally driver) won the Coupe des Dames with the Porsche coupé, ahead of the open Le Mans-type version driven by Mme. A. Bousquet and Mlle. Beaulieu, and also finished fifth in the entire rally.

All ended well amid cheers; and anyone who cares to compete in a 4,000-mile rally in open sports cars such as the Gordini and the Osca deserves to finish in the first three!

PROVISIONAL RESULTS

General Classification:
1. Gordini 2,475 (J. Pollet and M. Gauthier), 4,675.960 points.
2. Porsche 1,488 (C. Stores and H. Linge), 4,042.576.
3. Osca 1,490 (J. Péron and R. Bertramnier), 4,864.278.
4. Osca 1,092 (J. Armengaud and R. Chais), 5,556.915.
5. Porsche 1,488 (Mlle. G. Thirion and Mme. H. Polensky), 5,405.083.
6. Maserati 1,988 (J. Estager and J. Proto), 5,441.090.
7. Alfa Romeo 1,884 (P. Stasse and O. Gendebien), 5,485.725.
8. Porsche 1,488 (Mme. A. Bousquet and Mlle. M. C. Beaulieu), 5,602.042.

9. Alfa Romeo 1,884 (B. Martignoni and T. Rabemana), 5,677.615; 10. Alfa Romeo 1,884 (J. Jauson and P. Bourgat), 5,749.505; 11. Triumph 1,991 (B. Consten and C. Le Guesec), 5,757.042.
Group A (Modified and production touring cars):
1. Alfa Romeo 1,884 (B. Martignoni and T. Rabemana), 5,234.945; 2. Renault 748 (J. Rédale and L. Pons), 5,236.408; 3. Alfa Romeo 1,884 (J. Jauson and P. Bourgat), 5,300.123.

Group B (Production sports and grand tourisme):
1. Maserati 1,988 (J. Estager and J. Proto), 4,940.512; 2. Alfa Romeo 1,884 (P. Stasse and O. Gendebien), 4,361.058; 3. Porsche 1,488 (A. Gacoin and H. Arcan), 5,174.356.
Group C (Sports): 1. Porsche 1,488 (C. Stores and H. Linge), 4,174.558; 2. Osca 1,490 (J. Péron and R. Bertramnier), 4,168.144; 3. Gordini 2,475 (J. Pollet and M. Gauthier), 4,264.493.

Ladies' Prize: 1. Porsche 1,488 (Mlle. G. Thirion and Mme. H. Polensky); 2. Porsche 1,488 (Mme. A. Bousquet and Mlle. M. C. Beaulieu); 3. Alfa Romeo 1,884 (Mme. M. Honoré and Mme. M. Pochon).

146 entries; 22 non-starters; 70 non-finishers.

CONTINENTAL NEWCOMERS

BENTLEY OFFER TWO NEW BODY STYLES BY PARK WARD

UNTIL recently the coachwork available on the Bentley Continental chassis has been the extremely graceful sports saloon by H. J. Mulliner. This year, as briefly announced last week, it has been decided to offer this chassis with two further alternatives—one a four-seater sports saloon and the other a convertible coupé; both have lightweight coachwork by Park Ward. These models, which are available with the automatic gear box, are intended to present a further choice to those who require a luxury car capable of carrying

four people with complete safety at speeds up to 120 m.p.h. and ideally suited to long-distance travel.

Representing the ultimate in high-speed comfort produced in this country and, indeed, throughout the world, the new coachwork implies speed and grace with every line. The front wing has a pleasant fall-away towards the front of the car, matching the marked slope of the bonnet. There is no trace of flush-sidedness, the shape of the rear wings being clearly marked. Small vertical fins grow out of the last third of the rear

wings—not clearly shown in the illustration. The use of a dual colour scheme, where the two colours meet on an arbitrary line, is very successful. There is a tendency on many cars for this line to bear no relationship to the lines of the car.

As announced in *The Autocar* last week, the price of both models is £4,600, plus £1,917 15s 10d purchase tax—total £6,517 15s 10d. The price of the automatic gear box, an optional extra, is £70 plus £29 3s 4d purchase tax. The engine size has been slightly increased.

Dignified sporting lines are strikingly shown by Park Ward's convertible coachwork for the Bentley Continental chassis.



NEW CARS DESCRIBED



The plated radiator shell with vertical bars distinguishes the Hunter saloon. The mascot is appropriately a horse's head. Flashing indicators are incorporated in the separate side lamps.

steel wheels, with 5.50×16in tyres, have plated Rimblishers fitted as standard, and these enhance the appearance of the car.

The well-known four-cylinder overhead camshaft engine continues to be used. It develops 48 b.h.p. at 4,500 r.p.m. The camshaft is chain driven and the three-bearing crankshaft is dynamically balanced. A mechanical fuel lift pump is used in place of the previous electrically operated type and the downdraught carburettor is fitted with an air cleaner. When twin carburettors are employed—and these can be had as an extra for £14 3s 4d—they draw air from a single cleaner. Using twin carburettors the b.h.p. is increased to 58 at 4,600 r.p.m.

A 10-gallon fuel tank is located beneath the luggage locker, the filler being reached through a hinged and lockable flap in the left-hand rear wing. The drive is taken through an 8in dry single-plate clutch to the four-speed gear box, which has synchromesh on second, third and top gears. The gear change lever is mounted on the

A MODIFIED and improved version of the SM1500 saloon, known as the Hunter, and the open four-seater SM1500 Roadster, make up the new Singer range. No alterations have been made to the Roadster, but it is now available with twin carburettors if desired. This model was the subject of an abridged Road Test published in *The Autocar* on September 10, 1954.

The Hunter saloon is distinguished from the previous model chiefly by the new frontal appearance. There is a plated radiator shell with vertical strips, and a plated grille with half-round moulding is provided on each side of the radiator shell. The Singer company has been active for some time in experimenting with the use of plastic laminates for body panels and at last year's London Show there was a complete plastic body on a Roadster chassis which attracted great interest. In this connection a feature of the Hunter is the use of plastic laminate, in the form of glass fibre, bonded with

PLASTIC PANELS

Saloon Reverts to Traditional

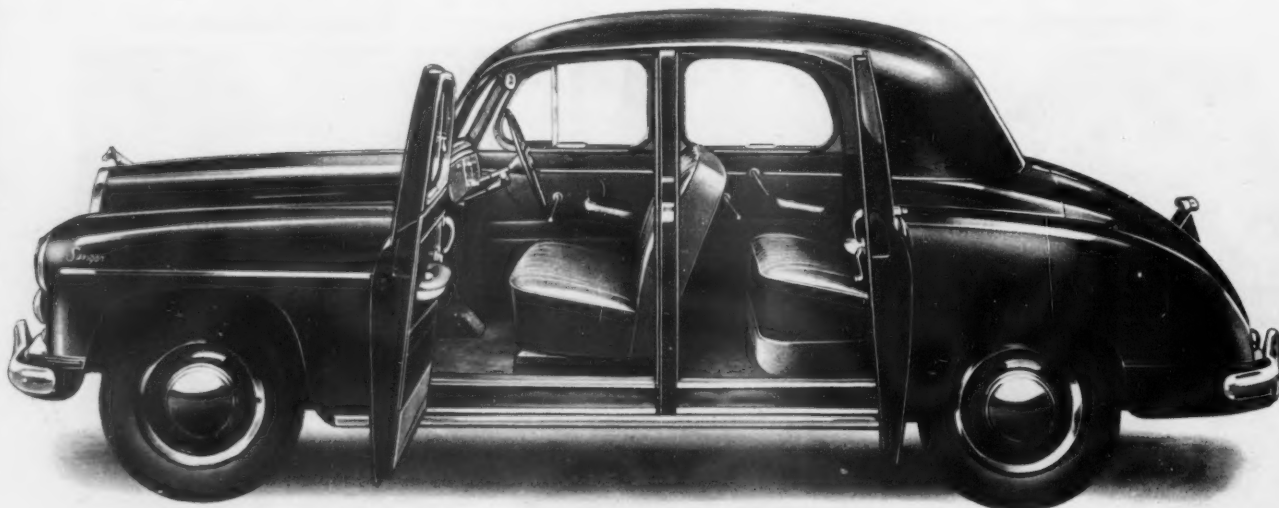
polyester resin, for the bonnet top and bonnet side valances.

The separate chassis frame of the Hunter is of deep box section with cruciform and tubular cross-members. Independent front suspension is used, employing coil springs and wishbones; half-elliptic springs with rubber-bushed shackles support the body at the rear. Recirculatory ball steering gear is employed and it can be said that experience of previous model Singer saloons has shown that the steering and road holding are very good. The brakes are hydraulically operated, with two-leading shoes at the front; a mechanically operated hand brake works on the rear drums. Pressed

steering column but a central change lever is optionally available. An open propeller-shaft drives the hypoid rear axle.

Wide opening doors allow plenty of room to get in and out of the saloon; there is a completely flat floor in the rear compartment, and only a shallow hump over the gear box in the front. There is ample space for the driver's left foot away from the clutch pedal on right-hand drive models. Left-hand drive cars are available. Both seats are of the bench type with folding arm-rests, and have sponge rubber cushions. The front seat is adjustable for length by a small centrally placed winding handle. Leather upholstery is available as an optional extra, and the

Wide opening doors and a flat floor are valuable features. Arm-rests are fitted to each door. The petrol tank filler is located behind the lockable flap in the left-hand rear wing.





Use of plated strips on the side of the wings breaks up the panelling and the wheel rim fittings are a useful adornment. Strong bumpers and overriders protect front and rear of the car.

IN 1955 SINGER HUNTER

Radiator Shell; 1½-litre Roadster to Continue Unchanged

floor is covered throughout with thick carpeting. There is a washable head lining.

Instruments and switches are grouped on the right and in the centre of the fascia, and controls for the standard heating and demisting unit are placed neatly below the centre of the fascia. On the left-hand side there is a wide cubby-hole with a non-lockable lid. Two ashtrays are provided, one below the fascia, the other in the back of the front seat; there is a large pocket in the side of each front door and further provision for small articles exists on a shelf behind the rear seat back-rest. The luggage locker has a flat floor, under which are housed the spare wheel and lifting jack. Small tools and a tyre pump are provided in a particularly neat wooden drawer which fits in the top of the luggage locker.

Equipment of the new Singer Hunter is comprehensive and includes that useful fitting, a screen washer. There are flashing direction indicators, twin spot lamps and a reversing light. The battery is housed under the bonnet on the right-hand side of the engine. The purchaser has a choice of four standard colour schemes for the bodywork and duo-tone finishes are available at extra cost for those who desire them.

HUNTER SPECIFICATION

Engine.—4 cyl, 73.0 x 89.4 mm (1,497 c.c.). Compression ratio 7.0 to 1. Three-bearing crankshaft. Maximum b.h.p., 48 at 4,500 r.p.m. Maximum torque 77 at 2,600 r.p.m. Chain driven overhead camshaft.

Clutch.—Borg and Beck 8in diameter dry single-plate.

Transmission.—Four-speed gear box, overall ratios: Top 5.125; third 6.94; second 10.75; first 17.02; reverse 17.02 to 1. Hypoid bevel final drive, 5.125 to 1.

Suspension.—Front: Independent by coil springs and wishbones; anti-roll bar. Rear: Half-elliptic leaf springs. Telescopic dampers front and rear.

Brakes.—Lockheed hydraulic. Front: two-

leading shoe. Rear: leading and trailing shoe. Drums: 9in diameter front, 1½in wide. Rear, 9in diameter, 1½in wide. Total lining area: 122.5 sq in.

Steering.—Recirculatory ball type. Three turns from lock to lock.

Tyres.—5.50 x 16in; 16in wheels, 4 stud fixing.

Electrical Equipment.—12-volt, 51 ampere-hour battery. Head lamps, double-dip, 42-36 watt bulbs.

Fuel System.—10-gallon tank. Mechanical fuel pump. Oil capacity 7.5 pints.

Main Dimensions.—Wheelbase 8ft 11½in. Track (front) 4ft 2½in; (rear) 4ft 3in. Overall length 14ft 9in. Width 5ft 3in. Height 5ft 4in. Ground clearance 7in. Frontal area 21.4 sq ft. Turning circle 33ft. Weight (with 5 gallons fuel), 22½ cwt (2,520 lb).

Price.—Basic, £687 10s, plus British purchase tax, £287 11s 8d. Total in Great Britain, £975 1s 8d.

An opening quarter light is provided in each front door and there are sun visors for driver and front passenger. The driving mirror is placed above the windscreen.





Undulating hills, stone walls, bracken, and cloud shadows sweeping across the land—the more rugged English landscape at its best (on the Kendal to Sedburgh road).

Correspondence

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

Greasing

High Time it was Made Easier

[65916].—I was delighted to read your leading article ("Autumn Concerns," September 10) which has prompted me to write about a subject that is, to me, and I am sure to countless other motorists, of supreme importance, namely, ease of service. Since the war I have had to put up with cars that required not only a pit or a ramp but also grease guns with special adaptors in order to get at some of the nipples. The only alternative was to send the car into a garage. The latter procedure proved unsatisfactory, when I found my rev counter failing to function simply because the nipple for the drive (one of 39 nipples!) was in such an inaccessible place that the garage had not taken the trouble to get at it.

Whilst on this subject might I suggest that, when you next compile a Road Test (which always includes a mass of interesting data, especially to the prospective car owner), you include, and, if necessary, criticize, the number and accessibility of the grease nipples and other important items such as filling points for gear box, back axle and brake fluid reservoir?

Although the garage proprietor will not take kindly to such improvements, I feel sure that now manufacturers have made such advancements in comfort, road-holding, speed and economy in fuel, there is still considerable room for improvement in making those parts of the car requiring servicing much more accessible to the present-day owner, who would normally (if

construction and design allowed) do his own routine servicing.

I know of only one popular make of car which has really taken this matter seriously, which accounts for the long waiting list there always is to purchase one.

Hove, 3, Sussex.

P. C. LEWIS.

"Inside Information"

Clothes Do Not Make The Man

[65917].—Being a very keen reader of *The Autocar* and an equally keen motoring enthusiast, I should like to comment on letter [65886] from Mr. R. A. Hiscock.

I agree with Mr. Hiscock that if somebody acquires a car of more standing and dignity than average his road manners and driving skill will *not* improve at all accordingly. Last week I drove to a body repair shop for some minor repair work on our Studebaker Champion. The workmen in the shop were busy straightening out a Jaguar Mark VII which had somersaulted more than once. The damage done to this beautiful car proved that it had been driven at a considerable speed by a relatively inexperienced driver. Visit any body repair shop you like here, in Holland, and you are sure to see at least one or two expensive fast cars badly beaten up by their owners who did not lack money to buy the car but discovered by the hard way that the necessary skill to handle cars that are capable of 100 m.p.h. or more is *not* for sale.



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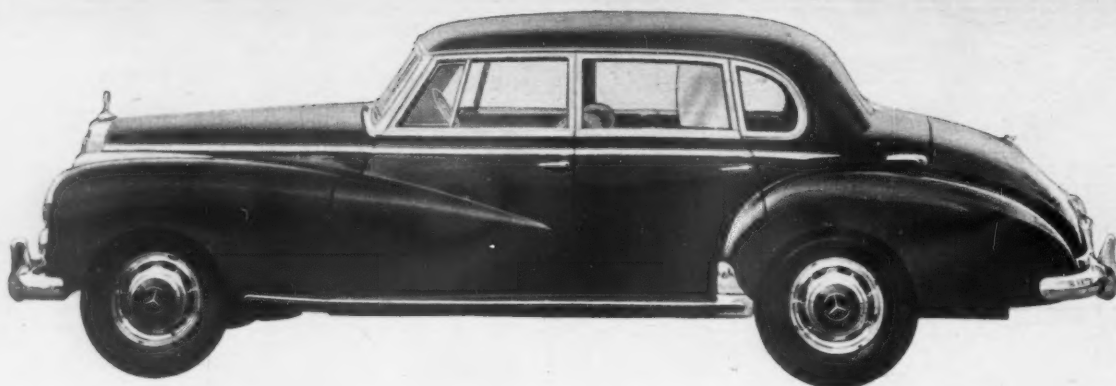
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CORRESPONDENCE

continued

The major trouble here, in Holland, is that most drivers regard a car as a means of transport but are not interested in *car driving as an art*, as S. C. H. Davis puts it. At least 90 per cent of Dutch drivers are absolutely unable to correct a skid or act correctly in such cases of emergency. If they get into a tight spot, as often happens because of the dense traffic, they just cannot master the situation and a serious crash is the inevitable result. The facts I put forward seem a bit exaggerated but they represent the sad truth.

H. BERENDS.

Rhenen, Holland.

Road Accidents

Hamstringing the Motorist and the Police

[65918].—A motorist on a semi-main road in North London is approaching a cross-roads well known to him. He knows that there are Halt signs on the secondary cross-road. When about 75 yards from the crossing, two boys on bicycles cross the main road without halting. The motorist—repeat, he knew the crossing—had by this time travelled to within ten yards of the intersection when a boy of some eight years sped across the main road as fast as his little feet could pedal his junior cycle. The motorist, although anxious to keep an important appointment, turned into the secondary road and obtained the name and address of the youngster from his elder brother—one of the two previous offending cyclists.

In order to impress both the boys and their parents, the motorist considered that it would be best if a uniformed police officer were to call at their home. The matter was, therefore, reported to the police station in the area but the motorist was told that the police could do nothing more than take his statement, following which he would be asked to attend the juvenile court. Therefore, the motorist, should he be wage earning, has to forgo a day's pay to attend court and the police, in addition to having to serve a summons, have to waste their time at court; quite likely the boy's father has also to lose a day's pay.

Surely the effect of an officer calling at the boy's home would be far greater than attendance at court? The motorist in this instance happens to be very busy and is unable to afford such a waste of time. Therefore, the offenders go without reproof.

Vast sums of money are spent in several ways to try to prevent road accidents. Are our excellent police hamstringing or is the law indeed an ass?

L. D. SMITH.

Kingston-upon-Thames, Surrey.

Comparison

A Doctor's Findings

[65919].—In reply to letters [65733] and [65734] may I, as a busy doctor living in a country town, add a few comments?

I have owned and used both a Buick and a Bentley since the war. Under our very mediocre road conditions the Buick is definitely more comfortable and, in my experience, its upkeep (averaging 30,000 miles per year) has been very much lower.

I admit it is not such a beautiful car and no doubt on the roads of Europe the Bentley is superior; but I would remind your two correspondents that we see old Buicks, Dodges and Fords that have done many hundreds of thousands of miles still giving genuine service in the most outback country of this continent.

I am not pro-American, but surely let us be fair and admit (I doubt if either of your correspondents has driven a recent model Buick) that if Buicks and other American cars were available in Australia with the same import duty as comparable English cars, the pre-war proportion of American to English cars would operate and the English counterparts would, I am afraid, be heavily outnumbered.

Victoria, Australia.

COUNTRY G.P.

Dichards

Does Britain Produce Inelegant Cars?

[65920].—In the course of my work I have recently spent some time in Italy, where the modern trend in car design is most noticeable and where so many cars—both large and small and from several countries—can be seen with delightful and pleasing bodywork.

However, as many Italians have remarked to me, English cars, taken generally, stand out from the rest—by reason of their ugliness. I agree with this wholeheartedly. Why do we continue to manufacture cars, which undisputedly have many fine points, but which too often have body styling completely lack-

ing in elegance? For this is surely the point, and the Italians particularly, who build fine cars, have an eye for elegance and beauty in car design which many of our manufacturers appear almost to go out of their way to avoid.

And what have we to put alongside the styling of Farina and Ghia? We have nothing whatsoever to compare with the beautiful lines and colours of the Farina Studebakers, the 1,100 c.c. Fiat with the special Farina-type body, or the smooth deceptiveness of the 1,900 c.c. Sprint Alfa Romeo. Even the Mercedes 180 has a thoroughness of finish and a generally pleasing line which makes any standard English car look old-fashioned.

Is it that we delight in not following the trend? I cannot accept this, for we produce the Austin-Healey and the Ford Zodiac, both of which attract the highest praise on the Continent.

Rome.

I. D. BAKER.

Pachyderms

Time Schedules Demand Excessive Speed

[65921].—"ATR 755's" *cri du coeur* [65878] will find a ready echo in the heart of many a motorist.

Our inadequate road system is dangerous enough without the deliberate flouting of the law which is implicit in a coach timetable which quotes 40 minutes as the time taken between places 20 miles apart. To maintain their scheduled speed these pachyderms have to cruise well above their legal limit and avail themselves of every opportunity of overtaking slower traffic, sometimes compelling an oncoming car or motor cycle to stop or to mount the kerb to avoid being annihilated. Nor can the drivers afford to pay any attention to built-up areas. In any case, disregard for the law on the open road soon develops a contempt for it anywhere else.

It is clear that little attempt is made by the police to enforce the law, although there are sporadic outbreaks of activity here and there. But perhaps the real obstacle is public opinion. Is the average person more concerned with travelling with all possible speed to the seaside or elsewhere than with the murderous potentialities of the vehicle in which he travels? Are there any accident statistics relating specifically to public service vehicles?

Preston, Lancashire.

R. O. MORGAN.

Goodwill Mission

A Fellow Traveller

[65922].—I read with great interest the "Goodwill Mission" of the Bristol (*The Autocar*, September 10) as I had been over the same route as far as La Rochelle earlier in the year in a Ford Zephyr. The last 92 miles were covered in 101 minutes which equals the highest recorded average for the Bristol.

Wraysbury, Buckinghamshire.

L. W. MADGE

Offenders

Coily Danglers, Pennants and Bus Drivers

[65923].—Your issue of September 10 contains two letters to which I must reply. The first is from Mr. P. S. Clarence [65887]. May I say that the slow drivers probably have their rear windows covered with pennants announcing to all other motorists that their slow driving has been inflicted upon the south-western corner of England. That prevents the driving mirror from being of any use. I have recently seen ten examples of this, one of which had the windscreen similarly decorated, albeit on the passenger's side. I can just imagine the deliberations as to where the bobbing bird would have to go when the pennants appeared on the scene.

The second letter, from Mr. J. H. Bradfield [65897], says what I have been tempted to write for some time. Mr. Bradfield cites a northern town; was it Darlington or Newcastle-on-Tyne? Was the dual carriage way concerned between Chester-le-Street and Gateshead? If not, then all I can say is that it happens here too. As the owner of a sports car, I am in full agreement with him. I find that British Road Services have the most considerate drivers—apart from our fellow sports car owners—and that bus drivers are the most inconsiderate. On a recent journey, I stopped for a while in a lay-by which also harboured a B.R.S. eight-wheeler. Whilst I had a cup of tea from my Thermos, the driver came along and we chatted about this and that. During this conversation he stated that, in his opinion, the sports car owner was the safest driver on the road. In fact he almost quoted S. C. H. Davis in his book *Car Driving as an Art*.

Thank you Mr. Bradfield. We sports car owners are with you 100 per cent.

Sunderland, Co. Durham

AGR 94(TC).

D

CORRESPONDENCE

continued

Out of Order

Historical Untidiness

[65924].—Although I am glad that Mr. R. A. Hiscock [65886] enjoyed the article on maps, I am sorry that he should suspect the statement that the Wey canal is of mediaeval origin. As he implies, the present canal and its locks and bridges seem to be of eighteenth-century origin; but the local historian claims some elementary canal in King John's days. The Saxons and Normans, besides building magnificently, were quite clever at shipping and water works, sluices and so on, especially in connection with mills. Drainage canals for land reclamation were mostly left to later ages, which did not have the more easily reclaimed land plentiful in the Middle Ages. Lots of things were invented and practised before their official date; there were even a lot of Normans in England before 1066. History is very untidy. Weybridge, Surrey. J. R. DAVEY.

Instrumental

Not One, but Four Speedometers

[65925].—I was most interested to read Mr. A. R. Lee's letter [65888] about his speedometer. I suspect from his letter that he has the same car as mine. I purchased mine in February, 1951, and gave up after having four different speedometers, each one of which read almost exactly 10 per cent high for both speed and distance. Neither the manufacturers of the car nor of the speedometer could offer any explanation at all. Worcester Park, Surrey. R. N. V. FAIRBANK.

Car Manufacturers Not to Blame?

[65926].—There must be many owners who sympathize with Mr. A. R. Lee's experience [65888] with the post-war speedometers.

My 1952 2½-litre car had three factory replacement speedometers (with new cables, two of which fractured) within the first nine months; all the other remaining instruments, including the main switch, had to be replaced within the same period. My 1949 car of similar make required five speedometers, two fuel gauges, two ammeters and one water temperature gauge. The instruments on both cars were of similar manufacture.

The fourth speedometer on my present car was finally repaired (after registering 28 miles on a 107-mile journey) by a well-known specialist firm in London and has long outlasted their generous guarantee. Their efficient, courteous service and general interest are a pleasure to meet these days.

Mr. Lee feels that manufacturers have ceased to take a pride in their work. He is probably right but is this not owed to the fact that competition in this specialist field has now been virtually eliminated? B. L. MACASSEY.

London, S.W.1.

Unfair?

Petrol Charged to the Nearest Gallon

[65927].—It is my custom when buying petrol to have the tank filled up—it helps me to keep a reasonable running check on the m.p.g. of my car.

In Rhodesia there are two scales on the petrol pumps—one shows the number of gallons and pints which have been put into the car; the other shows the exact cost in shillings and pence of the number of gallons and pints delivered. In England, however, the petrol pumps merely show the amount of petrol delivered in gallons and twentieths of a gallon.

I had my tank filled recently and it took five gallons and seventeen-twentieths (i.e., nearly five gallons seven pints). But I was charged for six gallons. Is that correct? At over 4s per gallon for petrol it means I was overcharged by over 6d and it seems wrong to me. RHODESIAN MOTORIST.

Salisbury, Southern Rhodesia.

[It can never be correct to overcharge and our correspondent should have objected. Pumps indicating the cost of the petrol are common in Britain.—ED.]

"Fuel Consumption"

An Economical Rover

[65928].—I am writing to you in connection with your reply in "Readers' Service" (August 13) to "M. J. C." London, E.4, concerning the petrol consumption of his 1939 Rover Sixteen.

I certainly agree that the figures ought to be better than this, even if, as is possible from his address, much running in heavy traffic conditions is likely. I cannot claim any experience with the 16 h.p. model, but my own 1939 14 h.p. will consistently

do 24-26 m.p.g. under local conditions, which include considerable second and third gear work on the farm, and anything from 28-30 m.p.g. on long runs. In the latter case, I definitely do not loiter and always use the gear box to the fullest extent. I cannot believe 2 h.p. should make so much difference in consumption.

If your enquirer would like full details I shall be happy to oblige him with them. I might add that the performance of my car is really first class. ROVER.

Abingdon, Berkshire.

"Abuse Condoned"

The Allocation of Responsibility

[65929].—I particularly appreciated the editorial "Abuse Condoned" on hand signalling in your issue of August 6. I suggest that what is required in Britain is the same sort of understanding as exists in the U.S.A., namely that any driver of a vehicle is to take the responsibility not to endanger the other traffic both before and behind him. Thus, when changing lanes on a highway, he is not to do so if it will endanger another vehicle attempting to overtake him, and it is his responsibility to know that the other vehicle is there.

It should also be evident surely that, with direction signals and stop lights properly placed and working, hand signalling, which takes one of the driver's hands from the wheel just when it is needed most, is an unsafe practice which should be severely repressed.

MAURICE OLLEY,
Director, Research and Development Section,
Chevrolet Central Office

Detroit, 2, Michigan.

Snug

A Considerate Owner

[65930].—This summer's weather has brought forth many jokes, but I think the prize goes to the owner of an elegant Jaguar parked in Bournemouth recently.

The leaping Jaguar mascot was garbed from neck to claws in a neatly knitted, blue romper suit. L. MARSHALL.
Salisbury, Wiltshire.

Trouble on Tow

The Answer to High Hotel Charges

[65931].—I endorse Mr. W. E. Bryan's views [65841] and would point out that more and still more caravans are a healthy answer to the holiday resort hotel and boarding house charges. Leamington, Warwickshire. J. VEITCH-WILSON.

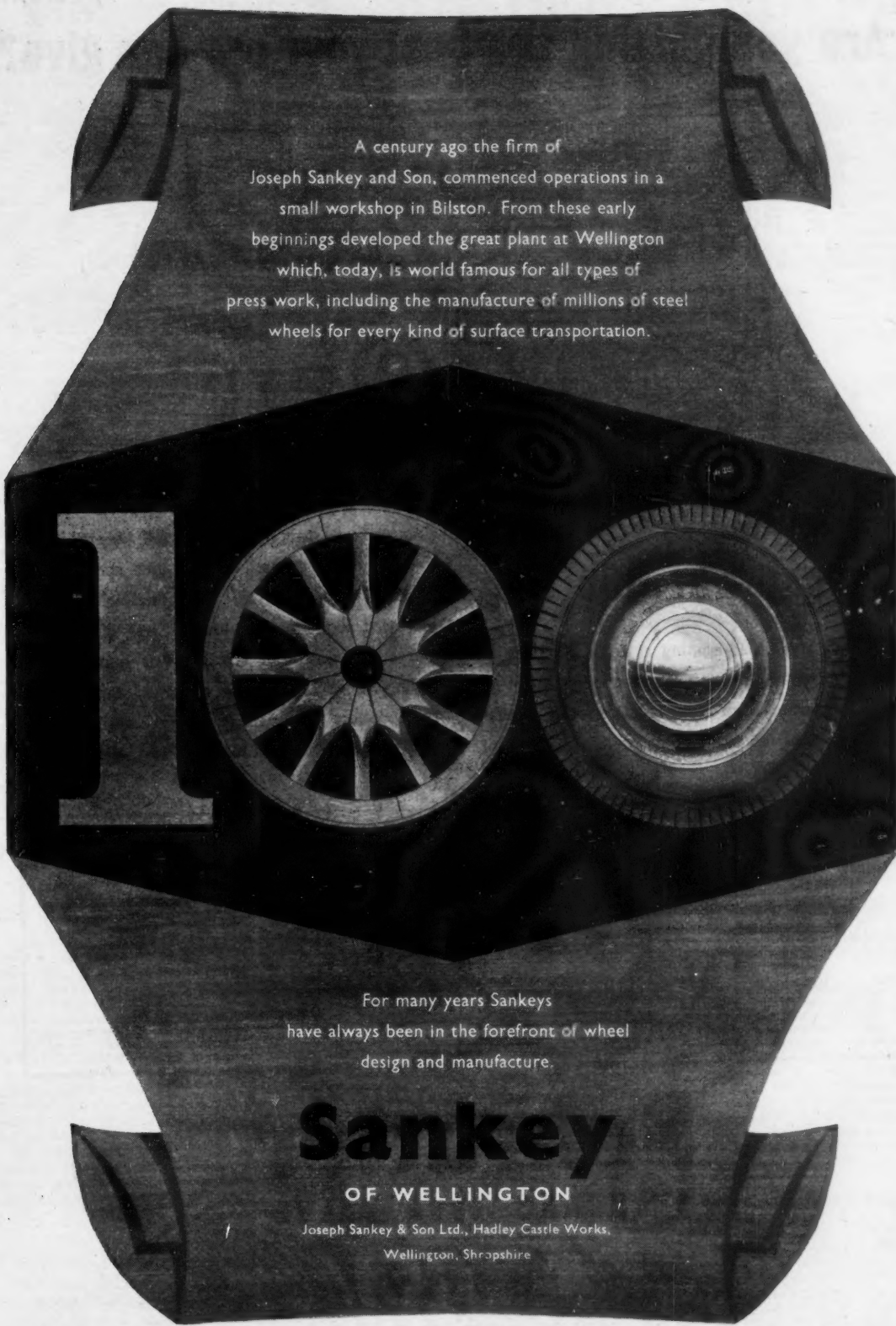


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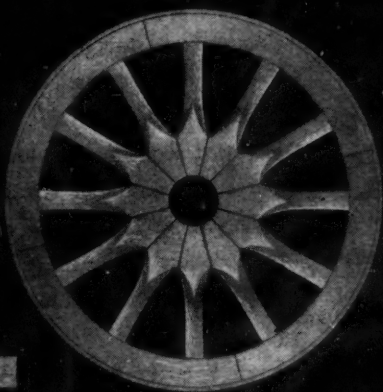
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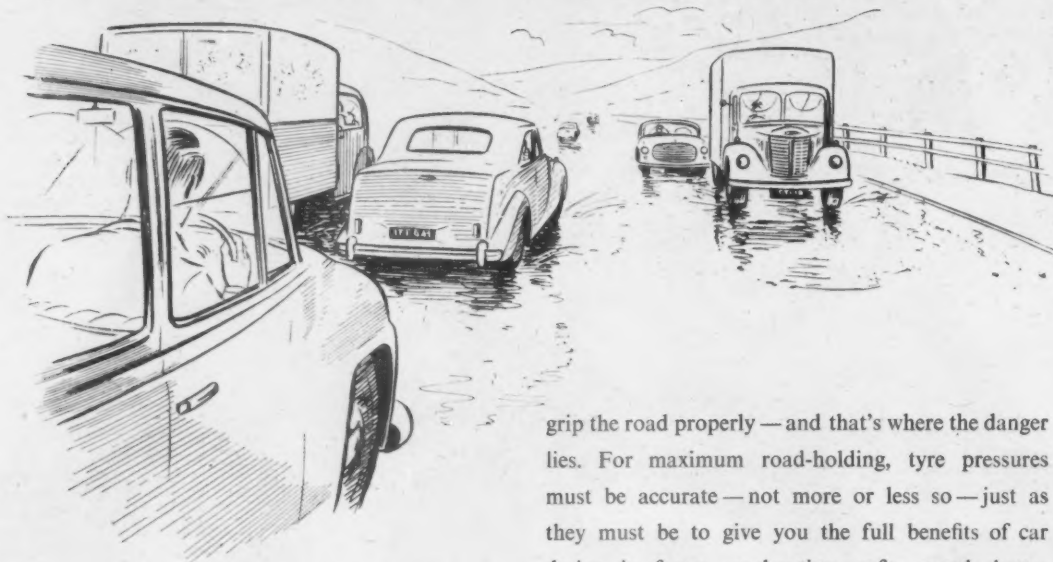
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Misfiring

The engine of my 1936 1½-litre Riley has misfiring trouble. At a fairly slow tick-over Nos. 1 and 2 cylinders will cut out when the plugs are short-circuited to earth, but there is no change in the engine when the other cylinders are short-circuited. At 25-30 m.p.h. in top gear the engine fires on all four cylinders, but as soon as I stop for traffic lights two cylinders cut out again. I have had the whole engine tuned carefully, including expert attention to the carburettors. London, S.E.4. C. G. B.

IN the ordinary way, a likely cause of your trouble would be an excessive amount of wear on the cam spindle in the distributor which would allow a different contact breaker gap on different cylinders. This diagnosis is, however, rather spoiled by the fact that the trouble disappears as engine speeds rise and this brings one back to the carburettors. It is suggested that you change the carburettors round, and see if the trouble moves from Nos. 3 and 4 cylinders to 1 and 2 cylinders. If this does not make any difference, then concentrate on the ignition system, and especially on the contact breaker and cam.

Fiat Brakes

Can you please tell me how to remove the brake shoes for relining from a 1938 Fiat 500? Lincoln. J. M. A.

REMOVE the hub discs and the road wheels, detach the brake drums, remove the lock-plates and nuts securing the brake shoe return springs, and remove the brake shoes. As the hubs will still be in position there may be a little difficulty in taking off the rear brake shoe springs, in which event the hub and rear axle shaft should be withdrawn. This will probably necessitate the use of a universal drawer, which could possibly be borrowed.

Oil Thrower Clearance

I have bought a 1935 Wolseley Hornet Special and am getting the crankshaft reground. When I stripped the engine I found that the oil thrower had a clearance of almost a quarter of an inch. Surely this clearance is excessive? Dunbeath, Caithness. J. R. E.

THERE should certainly not be any excessive clearance between the oil thrower and the journal, and the clearance you describe can have been caused only by machining of either the crankshaft or the thrower.

To restore the efficiency of the thrower, you will need to have either the shaft or the thrower reconditioned so that a running clearance not exceeding 0.01in is left.

Popping Back

My 1936 Riley Nine recently started popping back through the twin Solex carburettors when I accelerated. I have checked the ignition, and the valves appear to be in good condition. I decarbonized

the engine and reassembled it with a set of K.L.G. M80 plugs. It ran well for about a fortnight, but has now developed the same trouble. Bedford. C. H. W.

IT seems very likely that weak valve springs are the cause: if they have not been renewed for some time it is almost certain that they will have settled a good deal. A new set costs very little and you have the option of obtaining replacements of greater strength.

Just one point about the plugs: Unless you have raised the compression ratio, it seems that you are using too "good" a plug for the engine. The M80 is a very cold-running plug, and may well rebel if there is any excess oil in the cylinders. You are strongly advised, if the engine is standard, to use M50.

Reverse in Neutral

Sometimes I obtain reverse in the orthodox way, but on other occasions movement of the gear lever to the correct position does not give reverse, although the return of the lever to the neutral position produces it! Sometimes, after this has happened, selection of a forward gear has the effect of stopping the engine when the clutch is engaged. When the gear box lid is then lifted it is usually found that second and reverse gears are both engaged. My local garage have fitted a new reverse selector and shaft and a new ball seat for the gear lever but the trouble remains. Southampton. E. G.-E.

IT seems probable that the trouble is not in the selector mechanism itself, but in the location of the gear lever inside the top cover. You will doubtless find that the lever has still much more free movement than it should have, and you are advised to investigate the method of assuring correct location of the lever inside the cover; moreover, the lever end itself may be badly worn.

Traffic Indicators

I shall soon be coming to England to live, and I shall be bringing my own car. This is an open two-seater, not fitted with traffic indicators of either the semaphore or flashing type. I normally give all traffic signals by hand, but will the law in England require me to fit indicators of some sort? Dublin. H. D. McC.

NO, it is not a legal requirement in England that a car should be fitted with traffic indicators, so you need not have them fitted to your car.

Self-disengaging

I have a 1940 Vauxhall Ten, and found recently that top gear kept jumping out of mesh. It was impossible even to hold the gear in by hand. I had the gear box overhauled and the following parts were renewed: two cluster gear spacers, one synchromesh drum complete, one gear box rear bearing, two selectors and three rollers. However, even after this work

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Queries should not be submitted which are the normal business of manufacturers' service departments

the gear still jumps out about once in every 15 to 20 miles.

Durban, South Africa. E. E. L.

AS, before overhaul, you could not prevent the disengagement of the gear even by force, it seems that the root cause of the trouble was uncontrolled thrust from one of the helical gears. And, as the trouble occurred only on top gear, and not on third and top, it seems fairly certain that the trouble lies in inadequate location of the first motion shaft, which presumably is forcing itself away from the top gear synchromesh dogs. You should, therefore, check that the first motion shaft is in good condition, that the bearing is a good fit in the gear box housing, properly secured by its circlip; also that it has a proper thrust bearing of the correct type.

Hydraulic Brakes

There appears to be back pressure set up in the master cylinder when the brakes of my Fiat 500 are applied, which causes fluid to be lost through the filler cap of the fluid reservoir. This does not occur when the brakes are applied with the car stationary. The brakes have been completely overhauled, including all the hydraulic components. Congleton, Cheshire. K. J.

THERE is no possible explanation for any back pressure being set up inside the master cylinder. There is no difference whatever in the operation of the brakes whether the car is moving or not. It seems more likely that your trouble is a leak from the filler orifice owing to the shaking of the fluid.

Engine "Burst"

Having read quite frequently the expression that someone has "burst his engine," mostly with reference to racing events, I wonder whether you would tell me what this means, and also whether such a thing could happen to a car like a post-war Citroen Big Six with 38,000 miles to its credit. Romford, Essex. J. B.

YOU would not be likely to "burst" a Citroen engine unless it was driven very hard when badly worn. The expression is slang, of course, but it is intended to imply the serious damage that results from a connecting rod coming adrift from one of its bearings, or perhaps the crankshaft breaking as a result of excessively high r.p.m. When such a thing happens the engine suffers severe damage.

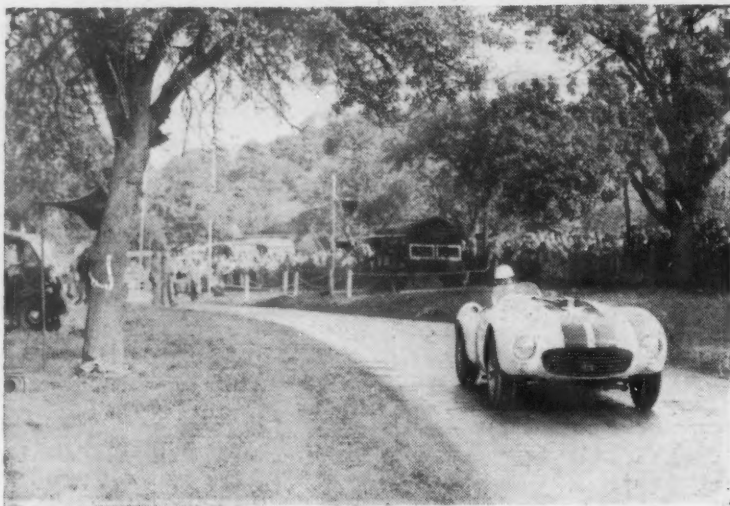
SILVER JUBILEE INTERNATIONAL

FULL DAY OF INTEREST- ING CLIMBS AT BUGATTI OWNERS' CLUB PRESCOTT MEETING

EVIDENCE that driver enthusiasm for hill-climbing is far from waning is the fact that the Bugatti Owners' Club received over 200 entries for the tenth international meeting at Prescott last Sunday. To prevent the day from dragging on too long, only 125 were accepted, plus 25 reserves—all of which ran. The occasion marked the silver jubilee of the club and it was a successful and extremely interesting meeting, being international in fact and not in name only.

The climbs started at noon in fine, dry weather and before long it looked as though it was going to be a day for records. The first to go was in the 1,101-1,500 c.c. sports car class, P. S. Hughes' little J.A.P.-engined Tojeiro crackling up in 47.83s and comfortably beating M. Anthony's existing record of 49.42s in the Lotus-M.G. Next came C. A. N. May's Cooper in the formula 3 class with a climb in 45.22s, which beat L. Leston's record (also in a Cooper) of 45.26s. This climb obtained for May, at one and the same time, fastest time of the day, class record and the B.O.C. 500 c.c. Hill Climb Championship.

Then there came two record-breaking runs in quick succession in the class for sports cars of 1,501-3,001 c.c. First was by Anthony Crook, in the Cooper-Bristol, with a climb in 48.42s beating R. C. Willis' record of 48.84s in the B.M.W.-Bristol. No sooner had the applause died down than Dennis Poore made an obviously very fast climb in David Brown's DB3S Aston Martin (the T.T. practice car with single plug per cylinder engine). Sure enough, when the time of 47.63s was announced, it was yet another record.



Italo-American: Masten Gregory's 4.5-litre Ferrari, wearing the racing colours of the U.S.A., spins away from a slimy start to make second fastest time in its class.

That was the end of record breaking, unfortunately; as the next class started their first runs, heavy, thundery rain began to fall, which made the course extremely slippery, and times became very much slower. Though it began to dry after a while, it grew, if anything, more slippery, and a second shower prevented any further fast runs.

Proving his ability both in the dry and in the wet, W. A. Cleave was fastest in his class (sports cars up to 1,100 c.c.) on both his runs in the little Morris. Powered by a Series M 10 h.p. engine, this car is very successful in all forms of competition. The two Ecurie Franco-Britannique D.B. Panhards, in the same class, were not fast; their drivers, Gerard Crombac and G. Trouis, are not accustomed to this form of competition and lost time during gear changing on the corners.

In the next class, conforming to the present formula 1, W. A. Taylor's A.C.-engined Caesar Special failed to record a time on his first run. He returned to the foot of the hill and tried again and, once more, the timing apparatus failed. On his third attempt he went wide on Orchard Corner, took to the sand bank and finished up astride it. Riseley-Prichard's Connaught was well driven, winning the class.

The third class to run—for sports cars of 1,101-1,500 c.c.—produced three times of under 50s (J. Fiander's Tojeiro-M.G., P. S. Hughes' Tojeiro and A. E. Marsh's Dellow). J. E. Pritchard's Buckler-Ford was well handled on the corners but lost time between them through lack of power, and J. B. Naylor's Cooper-M.G. took too many "bites" at Orchard and Pardon corners, losing time. Two very smart A.C. Aces ran in the next class, driven by K. N. Rudd and B. de Mattos. Both were impressively quiet and well handled, Rudd's car climbing in 51.47s. Excitement ran high in this class when the record was broken, first by Crook and then by Poore.

As the rain started, the *formule libre* cars began their runs. Unfortunately Ken Wharton's 2-litre E.R.A., a strong contender for the record, was not running because of supercharger troubles; in the conditions, however, he would not have had an opportunity to use the car's power. P. J. Stubberfield's Type 35B Bugatti came up in a downpour. Beautifully driven and, even in Stubberfield's experienced hands, sliding a good deal, the car climbed in 50.35s, a time which remained unbeaten even by M. A. H. Christie in Peter Bell's E.R.A. or by Peter Walker in D. Wilkinson's Cooper-E.R.A. During Stubberfield's run the course was thoroughly wet and probably less slippery than during the later runs. J. D. Lewis' E.R.A. sent a gasp through the crowds as it spun through 180 degrees after Pardon hairpin and disappeared over the considerable drop, tail first and still rotating. Luckily the car remained upright and Lewis climbed out unhurt. The 4CLT



Day out for May; driving the 500 c.c. Cooper, before the rain came, he made f.t.d., won his class and the Bugatti O.C. 500 c.c. Hill Climb Championship.



J. Riseley-Prichard receives from David Brown the Staniland Trophy and cheque for £50 presented by Mr. and Mrs. Jack Emmott, while Roy Taylor of the B.O.C. looks on.

Maserati of Mrs. Milia Mathieson, driven by Georges Grignard, was sadly handicapped by the rain. With the great power available, the driver had considerable difficulty in keeping the rear wheels from spinning or, indeed, in making it leave the line at all.

The *formule libre* class for cars with two-cylinder engines of over 500 c.c., supercharged or unsupercharged, produced similar difficulties in each of the runs. It was a case of flat out between corners, allowing ample room to slow, and a tentative attempt to corner on the over-run; any use of the throttle while cornering produced violent slides. Ken Wharton, in the 996 c.c. supercharged Cooper, could not better 52.12s. Christie's times of 50.44s and 49.27s on his first and second runs in the 1,107 c.c. Cooper (the class record is 43.70s) were indicative of the conditions. Driving P. Bell's supercharged 1,100 Cooper, his times were slower, the extra power being a handicap.

In the unlimited sports car class, A. W. Francis did well to make fastest time in the Mercury-engined H.R.G. P. D. C. Walker's D-type Jaguar showed brilliant acceleration on the short straights, but the great power—250 b.h.p.—was an embarrassment anywhere else. The U.S.A.-entered 4.5-litre Ferrari of Masten Gregory, too, suffered from excess power, though his best time of 53.11s was second fastest. Scragg's Alta-Jaguar, class record holder in 47.63s, could not better third fastest time of 54.01s.

Though the rain slowed things up, if anything it increased the interest; unexpected cars made unexpectedly fast times and it was a good exercise in self-restraint.

RESULTS

Fastest time of the day: Cooper 497 (C. A. N. May), 45.22s.

Sports cars up to 1,100 c.c.: 1. Morris 1.086 (W. A. Cleave), 52.68s; 2. Lotus 1.064 (J. Eldon), 52.89s; 3. Lotus 1.098 (R. Steed), 53.32s; 1.101 to 1.590: 1. Toleiro 1.164 (P. S. Hughes), 47.63s (record); 2. Toleiro-M.G. 1.467 (J. Flander), 49.54s; 3. Dellow 1.098 s (A. E. Marsh), 49.89s; 1.551 to 3.001: 1. Aston Martin 2.992 (R. D. Moore), 47.63s (record); 2. Cooper-Bristol 1.971 (T. A. D. Crook), 48.42s; 3. Kieft-Bristol 1.971 (R. C. Green), 49.23s. **Over 3.001:** 1. H.R.G.-Mercury 4.375 (A. W. Francis), 52.77s; 2. Ferrari 4.500 (M. Gregory), 53.11s; 3. Alta-Jaguar 3.442 (E. P. Scragg), 54.01s.

Racing cars: **Formula 1:** 1. Connaught 1.960 (J. Riseley-Prichard), 47.76s; 2. Cooper-Bristol 1.971 (R. Gibson), 48.68s; 3. H.W.M. 2.363 (D. Gahagan), 49.52s. **Formula 3:** 1. Cooper (C. A. N. May), 45.22s (record); 2. Cooper (I. Bueb) and Kieft (D. Parker), 45.66s. **Formula libre (4 or more cylinders):** 1. Bugatti 2.261 s (P. J. Stubbard), 50.35s; 2. E.R.A. 1.980 s (M. A. H. Christie), 50.45s; 3. Fairley-Ford 4.250 (R. W. Phillips), 53.48s. **Formula libre (2 or 3 cylinders):** 1. Cooper 1.107 (M. A. H. Christie), 49.27s; 2. Cooper 1.098 (A. P. Rivers-Pitcher), 50.35s; 3. Cooper 1.094 s (M. A. H. Christie), 50.75s. **Bugatti handicap:** 1. Type 57 3.257 (T. A. Roberts), h/cap 14.07s, net time 48.05s; 2. Type 57 1.496 (E. J. Somerset), 6.28s, 46.91s; 3. Type 55C 1.990 (A. K. Haworth), 4.67s 49.65s.

Staniland Trophy (fastest formula 1 car): Connaught 1.960 (J. Riseley-Prichard), 47.76s.

E.R.A. Jubilee Trophy: E.R.A. 1.980 s (M. A. H. Christie), 50.45s.

B.O.C. 500 c.c. Hill-climb Championship: Cooper (C. A. N. May)

CRYSTAL GAZING

MIXED FORTUNES IN PLEASANT HALF LITRE C.C. MEETING

THE weather was kind to the Half Litre C.C. (which has not yet assumed its new title of the British Racing and Sports Car Club, though this will not be long delayed) for its International Crystal Palace race meeting last Saturday. Although the entries were international only by reason of the presence of the Beels Racing Team from Holland (with two 500 c.c. Coopers), they were well up to strength, and it was perhaps unfortunate that by a combination of circumstances the racing was really close in only one or two of the events.

The heats of the main 500 c.c. race came first, and each had something special to show. In the first, Ivor Bueb (Cooper-Norton) narrowly beat Reg Bicknell, who was trying out a newly contrived dual ignition cylinder head on the Norton engine of his Revis, while Mike Keen took third place in Alan Brown's Cooper. Dennis Taylor, who brought his Staride home in sixth place, nevertheless set up during this heat a new figure for the 500 c.c. lap record: 1m 8.6s, equal to a speed of 72.94 m.p.h. Came the second heat, and with it those top-line contestants for half-litre honours, Jim Russell, Stuart Lewis-Evans and Don Parker, with two Coopers and a Kieft. Parker got into the lead, harried by Russell; but the incidence of a sliding slower car, a flag marshal and Russell's Cooper all at once near North Tower Crescent on the fourth lap spoilt the concentration of the determined little man from Battersea, and the Kieft spun round. However, Parker kept it going and held third place to the end.

The last heat saw Les Leston leading in his works Cooper from Charles Headland, allegedly making his last appearance before retiring from the sport, in his Martin-Headland. It seemed that Leston must win; but Headland had other ideas,

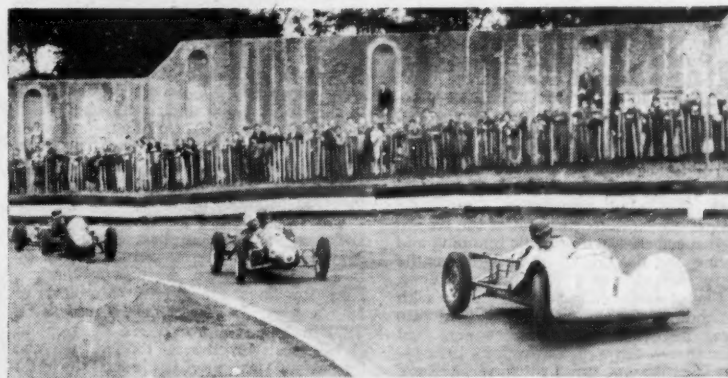
and by taking Ramp Bend at a speed which defied the laws of centrifugal force he passed the Cooper on the fifth lap. Next time round he endeavoured to repeat the performance, but slid off the road on the outside after the corner; the car almost overturned, and before it came to rest unfortunately struck and injured a Press photographer. Headland, however, escaped unscathed except for bruises; this incident left Leston with an easy victory over R. K. Tyrell's Cooper.

Next came the first part of the London Trophy race, for the larger racing cars. The evergreen Bob Gerard leapt into the lead with his Cooper-Bristol, chased by Roy Salvadori in the Formula 1 Maserati; and he not only held his lead but also increased it! The Maserati, moreover, dropped out after a few laps, a half shaft having broken. Whitehouse held third, and then second, place with his Connaught, in front of the similar car driven by Don Beauman; but then the former fell back when a rear axle radius rod anchorage broke, and he was passed by Beauman and Gould's Cooper-Bristol. Mike Keen,

in R. J. Chase's Cooper-Alta, was dogged by a persistent misfire.

The two sports car events provided easy wins, for Colin Chapman's Lotus and Tony Crook's astonishing Cooper-Bristol respectively, but farther back were hard fought. Archie Scott-Brown (Lister-M.G.) got the better of A. E. Marsh in Dennis Done's new Connaught for second place in the 1½-litre race, in which Steed's Coventry Climax-engined Lotus went very well for its 1,100 c.c. until a half-shaft broke. Among the 2-litres Salvadori, in the sports Maserati, was unable to cope first with Mike Keen in Chase's Cooper-Bristol and then with C. A. S. Brooks in D. Hely's Frazer-Nash, the latter finally just getting and holding second place in a fine drive. The J.A.P. 500 c.c. race, which separated the two sports car events, resulted in an easy win for C. M. Lund's Cooper.

Gerard had no difficulty in repeating his win in the second half of the London Trophy race, but Keen, the Cooper-Alta now on four cylinders again, drove well to take third place behind Beauman's Connaught. However, on aggregate times Gould was an easy third, in front of Riseley-Prichard's Connaught and Fairman in the Turner.



Reg Bicknell's Revis displays a remarkable degree of understeer in the first heat of the Redex Challenge Trophy race, while Don Parker (Kieft) chases Ivor Bueb (Cooper—the eventual winner).



I. L. Bueb, with Cooper, trophy and wreath after his successful drive.

Last, but by no means least, came the final of the Redex Trophy. Right from the start this was a needle match, with Russell leading narrowly from Bueb and Keen (all in Coopers); Parker made a poor start and lay sixth. However, he came up

CRYSTAL GAZING

by degrees until he lay third after four laps, behind Bueb and Russell, the former for the moment in front. Then Parker made a determined effort to get into second place; but Russell slid, so did Parker—and both cars spun off! How Bicknell and Lewis-Evans, immediately behind, missed them was quite remarkable; but no damage resulted, and Parker once more kept going (now fifth), although Russell was out of the race.

Bueb, driving very well, maintained his lead to the end; but a terrific finish resulted for second place, Bicknell's Revis and the Coopers of Lewis-Evans, Jr., and C. Allison crossing the line side by side; the first-named got the verdict by what can have been no more than a foot at most. A fine race, and a good end to a good and well run meeting.

PROVISIONAL RESULTS (lap distance 1.30 miles)

Redex Challenge Trophy Race (500 c.c. cars, 8-lap heats, 10-lap final): Heat 1: 1. Cooper-Norton (I. L. Bueb), 9m 25.6s, 70.78 m.p.h.; 2. Revis-Norton (R. G. Bicknell), 9m 26s; 3. Cooper-Norton (M. Keen), 9m 26.4s. Heat 2: 1. Cooper-Norton (J. Russell), 9m 27s, 70.60 m.p.h.; 2. Cooper-Norton (S. Lewis-Evans),

... continued

9m 27.4s; 3. Kieft-Norton (D. Parker), 9m 32s. Heat 3: 1. Cooper-Norton (L. Leston), 9m 46.8s, 68.22 m.p.h.; 2. Cooper-Norton (R. K. Tyrrell), 9m 51s; 3. Kieft-Norton (T. Bridger), 10m 8.4s. Final: 1. Bueb, 11m 58.4s, 69.65 m.p.h.; 2. Bicknell, 12m 2.4s; 3. S. Lewis-Evans, 12m 2.4s; 4. Cooper-Norton (C. Allison), 12m 2.6s; 5. D. A. D. Parker, 12m 6.4s. Also started: Cooper-Norton (L. Leston), M. Keen, J. Russell, A. V. Cowley, F. R. Gerard, R. K. Tyrrell, L. Lewis-Evans, A. Zains, Staride-Norton (D. Taylor, E. Fenning), Kieft-Norton (T. Bridger), Martin-Norton (N. Berrow-Johnson), Walker-Norton (H. W. Walker). Fastest lap (overall): Staride (D. Taylor), 1m 8.6s, 72.94 m.p.h. (in heat 1).

London Trophy Race (formula libre, 2 races, 10 laps each): Race 1: 1. Cooper-Bristol 1.971 (F. R. Gerard), 11m 28.4s, 72.69 m.p.h.; 2. Connaught 1.960 (D. Beauman), 11m 41.4s; 3. Cooper-Bristol 1.971 (H. Gould), 12m 0.6s. Race 2: 1. Gerard, 11m 58.6s, 71.65 m.p.h.; 2. Beauman, 12m 37s; 3. Cooper-Alta 2.470 (M. Keen), 11m 58.8s. Aggregate results: 1. Gerard, 23m 7s; 2. Beauman, 23m 28.4s; 3. Gould, 24m 4.6s; 4. Connaught 1.960 (J. Kiseley-Prichard), 24m 16.8s; 5. Turner 1.960 (J. E. G. Fairman), 24m 19.2s. Fastest lap: Gerard, 1m 7.2s, 74.46 m.p.h.

Ansley Trophy Race (sports cars up to 1,500 c.c., 10 laps): 1. Lotus-M.G., 1.467 (C. Chapman), 12m 45.8s, 65.35 m.p.h.; 2. Lister-M.G., 1.467 (W. A. Scott-Brown), 12m 46.2s; 3. Connaught 1.484 (A. E. Marsh), 12m 47.8s.

Norbury Trophy Race (sports cars up to 2,000 c.c., 10 laps): 1. Cooper-Bristol 1.971 (T. A. D. Crook), 12m 21.6s, 67.48 m.p.h.; 2. Frazer-Nash 1.971 (C. A. S. Brooks), 12m 56.2s; 2. Cooper-Bristol 1.971 (M. Keen), 12m 56.4s.

A.G.P. Race (500 c.c. cars, 10 laps): 1. M.G. TD (M. Lund), 10m 18.2s, 64.75 m.p.h.; 2. Mackson (B. A. Manning), 10m 26.6s; 3. Cooper (A. E. Marsh), 10m 30.6s.

3. B.S. Special (J. C. Brierley). Over 1,500 c.c., 1,200 c.c., 5. 6 laps, heat 1: 1. Jaguar (B. Baxter), 7m 44.6s, 74.76 m.p.h.; 2. Jaguar (R. E. Berry), 7m 44.6s, 74.76 m.p.h.; 3. Jaguar (D. Kasterline).

Heat 2: 1. Frazer-Nash (W. W. Green), 8m 16.2s, 69.93 m.p.h.; 2. Healey Silverstone (J. Venn), 8m 16.2s, 69.93 m.p.h.; 3. Healey Silverstone (P. J. Simpson). Handicap 6 laps, heat 1: 1. Austin (D. Rees), 2. Bentley (S. J. Lawrence), 3. M.G. TD (P. D. Shank), 4. M.G. TD (R. Randall), 5. Bentley (W. G. Marriott), 6. B.B.S. (H. Barron).

Heat 3: 1. Healey Silverstone (J. Venn), 2. Cooper-M.G. (C. P. Hacking), 3. Jaguar (B. Baxter). Result: 1. M.G. TD (R. Randall), 62.81 m.p.h.; 2. Austin (D. Rees); 3. Bentley (S. J. Lawrence), 61.77 m.p.h.

Formula 5 laps: 1. Lotus (F. V. Lamber), 8m 50.8s, 69.93 m.p.h.; 2. Bentley (W. G. Marriott), 3. Lotus (M. G. H. MacDowell), 7.50 Formula, 6 laps: 1. Arden Austin (J. Venn), 8m 15.8s, 69.93 m.p.h.; 2. M.G. TD (R. Randall), 8m 15.8s, 69.93 m.p.h.; 3. M.G. TD (R. Randall).

Formula 3 laps: 1. M.G. TD (R. Randall), 2. M.G. TD (R. Randall), 3. M.G. TD (R. Randall).

Racing Cars: Formula 3, 10 laps: 1. Cooper-Norton (B. Bloch), 13m 23s, 72.09 m.p.h.; 2. Cooper-Norton (D. Truman); 3. Kieft-Norton (J. Higham).

SUNBAC SILVERSTONE

LARGE ENTRY AND GOOD WEATHER FOR MIDLAND CLUB'S MEETING

HOW often does one hear the plaintive cry, "I'm sure I could drive a Ferrari." The obvious way to the first rung of the would-be Grand Prix driver's ladder is to join a club and take an active part in its meetings. Typical of such an event was the Sunbac race meeting at Silverstone last Saturday. The first race was, appropriately enough, for cars built to the 750 formula and, although it is quite a number of years since the basic part of the entry left the Longbridge factory, the general performance of all was most creditable.

Following this curtain raiser came the first of the half-hour high speed trials which, as all high speed trials do, became a *formule libre* race. Buttercup, the yellow Standard based trials special driven by Mrs. D. Tracey, battled with Austin-Healeys, and the Jaguars, amongst them B. Baxter's C type, strove hard to get through the pack and achieve their required 19 laps. Fate struck hard at Dick Jacobs in the next event when his nice looking M.G. retired at Woodcote in a cloud of oily smoke.

The M.G.s and 1,172 c.c. formula cars ran together, and the race was notable for the battle between Marriott, Lambert and MacDowell in a Buckler and Lotuses respectively. Parker ran out of road at Copse and bent the steering gear of his Lotus—poor reward for so much pre-race polishing of the bodywork! Then came 10 laps of fast work by the five hundreds, with the usual thunderous start. An almost similar start was that of the second high speed trial, with terrific bumping and boring and flashing of brake lights as the entry sorted itself out before Copse.

The afternoon's racing wound up with a handicap for sports cars, divided into three heats, and the handicappers had done their work well, Lawrence's 1928 43-litre Bentley not quite catching D. Rees' Austin in the first heat. Wake's Jowett was first into Copse at the start of heat two but Randall's M.G. TD was very well driven and, once in front, he stayed there

Venn drove his Healey with great verve to win the last heat, during which W. Bradley, in an Austin-Healey, spun at Woodcote just before crossing the line in a final effort to catch J. Dealey in a similar car.

PROVISIONAL RESULTS (lap distance 1.608 miles)

Sports Cars: Under 1,500 c.c. or 1,200 c.c. s. 6 laps: 1. Cooper M.G. (J. P. Hacking), 8m 17.4s, 63.63 m.p.h.; 2. Porteous Special (H. Porteous).

NAVIGATORS'

NAVIGATION and driving skill were both at a premium in the Birmingham Post rally organized by the M.A.C., which started from Birmingham at 10 p.m. on Friday last and finished at Droitwich on the Saturday afternoon. Route cards contained map references only, leading the 79 competitors into Gloucestershire and then to North Wales, with breakfast at Llandudno. Interspersed were eight driving tests, but the navigational problems proved the harder.

There were several tricky sections, one being near the Long Mynd, where there were apparently two or even three routes to the desired point but only one which was really feasible. Another was near Lake Vyrnwy, and as a result less than 50 per cent of the entry checked in at Llandudno, and of those many had incurred penalties for lateness at controls.

The first test was a stop and restart on Bwlch-y-groes, where best performances in the various classes were put up by B. Phipps (1,200 c.c. Austin) in 20.6 sec, Ken Rawlings (2,433 c.c. Daimler) in 16.3 sec, A. J. Brown (1,250 c.c. M.G. TD) in 18.8 sec, and W. A. G. Goodall (1,991 c.c. Morgan) in 13 sec. In the "scissors" test at Llandudno the best were P. J. Anton (1,172 c.c. Ford Anglia) and R. E. Stokes (1,172 c.c. Ford Anglia) in 18.2 sec, K. Rawlings 19 sec, F. A. Denning (1,172 c.c. Morris Special) in

NIGHTMARE

17.2 sec, and Goodall in 15.3 sec.

The garage test at Llandudno went to T. S. Baker (803 c.c. Austin) in 24 sec, K. Rawlings in 29 sec, Denning in 22 sec, and A. L. Yarranton (2,088 c.c. Morgan) in 22 sec.

And so the battle went on, for there were two other tests at Llandudno: a modified Monte Carlo type, and a regularity test. Then back to Bwlch-y-groes, for a reversing test, leaving three of the eight still to come.

Sixth was a stop and restart at Goat Hill, best being D. H. Holland (1,200 c.c. Austin) in 5.2 sec, K. Hobday (2,088 c.c. Standard) in 5.2 sec, H. Foster (1,200 c.c. Austin) in 5.4 sec and Peter Reece (2,088 c.c. Morgan) in 5.2 sec. Seventh came a to-and-fro reversing test at Shelsley Walsh and on arrival at Droitwich a reversing test into three garages.

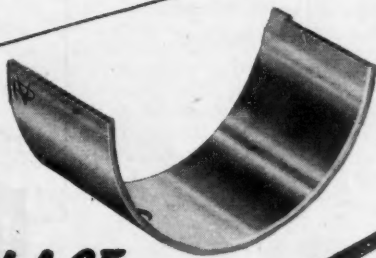
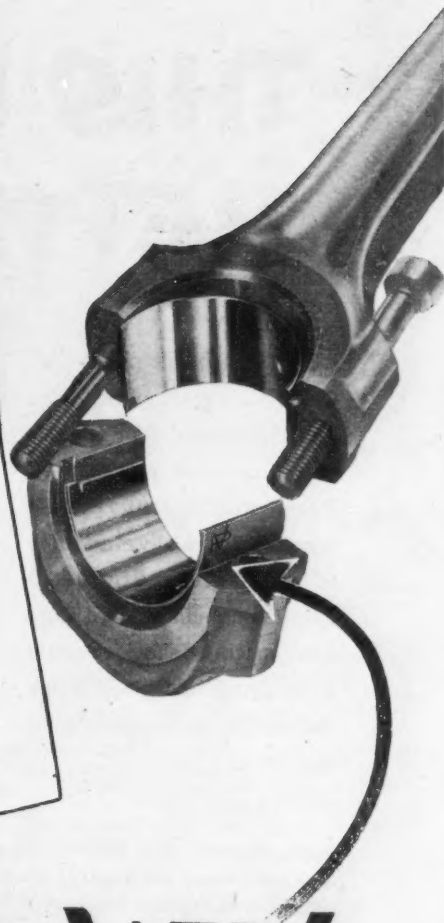
PROVISIONAL RESULTS

M.A.C. Challenge Cup (premier award): Daimler Conquest Century 2,433 (K. Rawlings and L. Tracey).

Class awards: Production cars up to 1,300 c.c.: 1. Austin A.30 803 (T. S. Baker), 250.3 marks lost; 2. Ford Anglia 1,172 (P. J. Anton), 251.4; 3. M.G. 1,250 (P. G. Longland), 258.8. Over 1,300: 1. Daimler 2,433 (K. Rawlings), 245.9; 2. Velox 2,250 (G. Holdsworth), 246.8; 3. Ford Zodiac 2,260 (R. J. Sanders), 248.7.

Sports and modified cars up to 1,300 c.c.: 1. M.G. TD 1,250 (A. J. Brown), 216.9; 2. M.G. TD 1,250 (M. R. Clark), 210.5; 3. M.G. TA 1,292 (R. A. Jameson), 341.4. Over 1,300: 1. Morgan Plus Four 2,088 (A. L. Yarranton), 193; 2. Morgan Plus Four 2,088 (P. T. Sparrow), 201.9; 3. Morgan Plus Four 1,991 (W. A. G. Goodall), 213.2.

Ladies' award: 1. Triumph TR2 1,991 (Mrs. D. M. Osborn), 2. Morgan Plus Four 1,991 (Miss A. M. Jervis).



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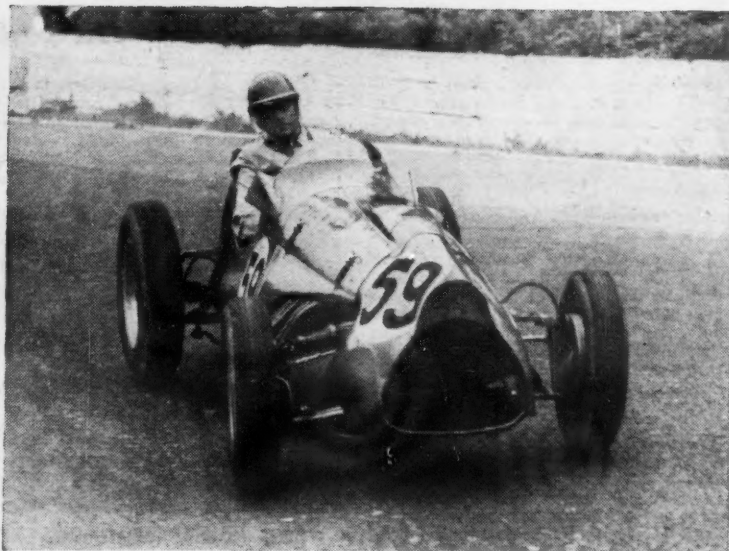
THE SPORT

by

J. A. Cooper

F. R. Gerard completely dominated the London Trophy race at the Crystal Palace last Saturday with his Cooper-Bristol.

THE problem of an overcrowded competition calendar, with its natural corollaries of clashes between similar events, unduly large numbers of non-starters at meetings, and so on, has often been referred to in this column. It is with pleasure, there-



PRUNING THE CALENDAR ● BEHRA TO MASERATI ● GOODWOOD

fore, that I can now record that the Competitions Committee of the R.A.C. has decided that some more definite action must be taken to sort out the position than has previously been possible; this is to take the form of a system of grading of speed events.

The standard by which they are to be judged is that of the total prize and starting money involved in the meeting; this is reasonable, for it is generally this factor which decides the presence or otherwise of the leading drivers and cars, and this is, after all, the thing which makes or mars the meeting in the eyes of the general public. Meetings will be divided into five grades, each of which has a separate requirement in the way of a minimum monetary figure, depending on whether the meeting is one including formula 1 or *formule libre* races, one reserved for formula 3 races, or a

sprint or hill climb meeting. Grade 1 events (which presuppose a minimum figure of, for instance, £4,000 prize and starting money if it is a formula 1 or *formule libre* race meeting) must stand alone; no more than one may be held on any date in Great Britain or Northern Ireland. All other events are subject to a distance restriction (for instance, no grade 2 event may be held less than 150 miles from a grade 1 event, or 100 miles from another grade 2 event, on the same date) except those in grade 5—the least important—which are unrestricted. This should be a workable and worthwhile system. Incidentally, no club will be allowed in each season to promote more than three grade 1 and three grade 2 events and, in allocating dates, the higher grade events will naturally take priority. In assessing the amount of money available, the value of trophies will not be taken into account.

calendar, a race must in the previous year have attracted at least three foreign grade A drivers. Drivers in this category may drive only in events in their own countries and in international events abroad; there will be no restriction on other drivers, and they will therefore have a larger number of events from which to choose than hitherto, especially abroad. I hope that a satisfactory basis can be achieved on which to build this scheme in a workable form, for it represents the best attempt yet to solve many of the problems which beset present-day motor racing.



C. G. Neill, the popular secretary of the Ulster A.C., responsible for the successful organization of the recent T.T. race, has now been elected to the Competitions Committee of the R.A.C. This is the first time that Northern Ireland has been represented on the committee.



AS far as the International calendar is concerned, the proposals submitted earlier this year by the R.A.C. have been accepted in principle by the *commission sportive* of the F.I.A. and will, it is hoped, be ratified at the meeting of that body on October 6 in Paris. Next season there will not be more than seven British race meetings ranking as international, not more than fifteen each in France and Italy, and not more than five in any other country. At the same time drivers are to be divided into three grades (A, B and C); the final details of grading have yet to be settled, but grade A will probably be confined to those drivers who have finished in the first six places in a *grande épreuve* (a premier G.P. race). After 1955 there will be no numerical limitation on the number of international race meetings but, to qualify for inclusion in the

IT has not come as much of a surprise to hear that Jean Behra, ex-motor cyclist and of recent years Gordini works driver number one, has at last left the French stable and signed up with Maserati for next year. He has been driving extremely well, if at times a little over-enthusiastically, but has been overshadowed by the faster cars, and it was inevitable that sooner or later he would be tempted by a larger financial offer than Gordini, perennially impecunious, could hope to make. I hope, however, that Maserati will have a strong-minded team manager next season, for Moss will very probably again sign with them as their number one driver, and Behra has not been accustomed to a great degree of team discipline. In the recent Italian G.P., for instance, the Maserati team ran almost on the principle of every man for himself; in my opinion this lost them the race, for if Villorelli had been discouraged from his sudden rush past his team mate Moss (in the course of which he blew up his car) he might well have won the race after Moss' oil tank split.

Gordini, incidentally, is reported in a French paper as having said that he thought it was quite time that transfer fees were instituted for drivers, as for football stars! I hope things do not come

THE SPORT . . . continued

to this in our world; but it must be galling, I admit, to see a driver gain all his experience in your team and then depart to give someone else the benefit of his talents.



THE end-of-season Goodwood meeting tomorrow should be very good indeed; in the formula 1 main event there are four Maseratis (Moss, Wharton, Salvadori and Rosier), Collins in the Vanwall and Parnell's Ferrari, together with seven Cooper-Bristols and six Connaughts; in the *formule libre* race these are joined by two B.R.M.s, while Collins will transfer to the larger Thin Wall Special. Moss will also be seen at the wheel of Beart's fast 500 c.c. Cooper and (a new departure, this) the rapid Lister-Bristol sports car. Among the other 500 c.c. entries are the Coopers of Russell, Leston, S. Lewis-Evans, Bueb, Keen and Colin Davis, Parker's Kieft and Bicknell's Revis—virtually all the stars—while among the sports car attractions are the Maseratis of Salvadori and Estager (the latter a class winner in the recent Tour de France), Kelly's 3-litre Ferrari, Masten Gregory's 4½-litre Ferrari, two H.W.M.s, six Jaguar XK120Cs and many more. First race: 2 p.m., and don't be late.



LAST week Jackie Masters, the secretary of the Motor Cycling Club, who organizes the Exeter, Land's End and other famous M.C.C. events, celebrated his golden wedding. Naturally the M.C.C. did not let the occasion pass without a party for Jack and "Bee"—a very happy affair given by the committee and organized by the club captain, Major R. I. Marians, at his home in St. John's Wood. The following day was Jack's birthday. Unbelievable though it may be to many of those who know his acute brain and others who have merely seen him striding up and down Beggars' Roost

at 5.30 a.m. on Easter Saturday, Jack is 75 years of age. Now, of course, he is extremely busy with the organization of the forthcoming big M.C.C. Redex National Rally, scheduled for November 10-13.



Mr. and Mrs. Jackie Masters.



THE formula 1 race on the famous Avus circuit at Berlin last Sunday (which was given the grandiose title of the Berlin G.P.) seems to have been something of a damp squib. The Mercedes-Benz team of three cars took part, with Fangio, Kling and Herrmann as drivers; the only other works team present was that of Gordini, which was hopelessly outclassed. The Avus track comprises both sides of a twin track *autobahn*, with an acute corner at one end and a heavily banked curve of large radius at the other. Ferrari did not enter; Maserati at first entered three cars but later withdrew; Manzon entered a privately owned Ferrari but did not start, and the only other cars of note were the private Maserati entries of Rosier and Schell. Rosier broke down only fifty yards from the start; Behra's Gordini chased the three Mercedes for the first fourteen laps and then retired, and the race was, thereafter, a Mercedes triumphal procession, Kling finally getting the verdict in front of Fangio and Herrmann.

The Maserati withdrawal was responsible for the unusual sight last Saturday of Stirling Moss at the Crystal Palace in the role of spectator, with a spare weekend for once in the season!

RESULT (race distance 312.8 miles, 60 laps of 5.22-mile circuit):

1. Mercedes-Benz (K. Kling), 2h 19m 59.8s, 132.6 m.p.h.; 2. Mercedes-Benz (J. M. Fangio), 2h 20m 0.8s; 3. Mercedes-Benz (H. Herrmann), 2h 20m 0.7s; 4. Gordini (A. Pilette), 3 laps behind; 5. Ferrari (J. Swaters), 4; 6. Gordini (F. Wacker), 5; 7. Miteor (P. Niedermayer), 6; 8. Maserati (H. Schell), 6. **Fastest lap** (record for present circuit): Fangio, 2m 13.5s, 139.1 m.p.h.



REGULATIONS are now available for the national race meeting to be run by the Eastern Counties M.C. at Snitterton on October 9. There will be a full programme of events for sports cars, sports-racing cars, 500 c.c. cars (with separate races for those powered by J.A.P. and Norton engines) and *formule libre* racing cars; the meeting will start at 12 noon. All enquiries to the secretary of the meeting: L. J. Coe, 15, Crown Street, Ipswich (telephone 3555). Entries close on Wednesday next, September 29.



THE Eight Clubs' Eastbourne Rally, which was scheduled to take place on October 15 and 16, has been postponed; the new date has not yet been announced.

CLUB NEWS

Coventry and Warwickshire M.C.—The 1954 Gold and Silver Goblets rally was held on Sunday, September 5, in fine weather. Starting from the Sportsman's Arms, Allesley, competitors set out on the 100-mile course at 10.30 a.m. Each control was a time check and half the entry lost marks within the first 20 miles when they missed a lane leading from the village of Napton to the first control. Two special tests were held at the finish on the outskirts of Coventry. The first was a forward-reverse-forward test and best time was made by Dr. R. Osborn's Triumph TR2 which had just returned from the London Rally. Results are as follows:

Golden Goblet: Standard Vanguard (R. Hunter). **Silver Goblet:** M.G. TD (A. Whittaker). **First Class Awards:** Standard Vanguard (G. O. Davies), Ford Anglia (S. Keen), Healey (D. A. Blundell), Dellow (Mrs. Evans). **Team Award:** Standard Vanguard team (R. Hunter, G. O. Davies and M. Kirby).

South Caernarvonshire M.C.—Regulations are available for the fourth Birthday Rally to be held on October 2-3. Entries close on September 29 at 4 p.m. The rally will start at 11 p.m., on October 2, from the Green Garage, Tremadoc, and Central Garage, Elwy Street, Rhyl. The finish will be at the Royal Hotel, Caernarvon, after a road section of about 200 miles; competitors may choose their starting point from the two alternatives. Invited clubs are: Caernarvonshire and Anglesey, Liverpool, and Chester M.C.s, the M.G.C.C. (Midland Centre), M.M.E.C., Pathfinders and Derby M.C. and the Rhyl and District M.C. Enquiries to J. Glyn Jones, Hafod, Meadow Drive, Portmadoc, Caernarvonshire.

Windsor C.C.—Results of the driving test meeting held on Sunday, August 29, at the Windsor racecourse car park, are as follows: 1. Singer (B. Richmond); 2. Jaguar XK120 (B. W. J. Hindes); 3. Ford Zodiac (E. K. Lawrence). These three won, respectively, the Champion Cup, the open car class and the closed car class.

Walsall and District C.C.—Rain fell in the morning during the driving test meeting at Measham on August 22, but the sun came

COMING SHORTLY

SEPTEMBER 24-25—East Anglian M.C. Clacton Rally, Car Mart, Ltd., Welsh Harp, Edgware Road, London, N.W.9, 10 p.m.

25—B.A.R.C. Race meeting, Goodwood, near Chichester, Sussex, 2 p.m.

25—South Wales A.C. Hill-climb, Castel Farm Hill, near Bridgend, Glamorgan, 3 p.m.

25—Knowlside C.C. Rochdale Rally and Concours d'Elegance, Flying Horse Hotel, Town Hall Square, Rochdale, Lancashire, 2.30 p.m.

25-26—Maidstone and Mid-Kent M.C. Harold Sharp Trophy night navigation rally, Tudor House, Bearstead, Kent, 9.30 p.m.

25-26—Lancashire and Cheshire M.C. Lakeland Rally, starting from Manchester, Llandudno and Birmingham, 7 a.m.

26—Gosport A.C. Gosport Speed Trials, Flight Test Road, Fleetlands, Gosport, Hampshire, 12 noon.

26—West Hants and Dorset C.C. Knott Cup Trial, Bovington Camp, near Wareham, Dorset, 12 noon.

26—Cemian M.C. and Lancia M.C. Knowland Trophy meeting, Middlesex Arms, Barnet By-pass, Hertfordshire, 11 a.m.

26—Wolverhampton and South Staffs C.C. Autumn Trial, Hollybush Inn, Ebstree, Staffordshire, 2 p.m.

26—M.G. Car Club (S.W. Centre). Autocross, Winterbourne Gunner, near Salisbury, Wiltshire, 10.30 a.m.

26—Incorporated Auctioneers' C.C. Touring assembly, Frimley, near Farnborough, Hampshire, 11.30 a.m.

26—Sunbeam Register. Sandhurst Rally.

26—King's Lynn and District M.C. Hunstanton Rally, starting from Parson's Drive, Cambridgeshire, and East Bradenham, Norfolk, 9 a.m.

26—Wolsley Hornet S.C. (Midland Area). Road rally, The White Horse, Balsall Common, Warwickshire, 4 p.m.

27-OCTOBER 6—Circuit of Italy.

OCTOBER 2—B.A.R.C. Race meeting, Aintree, near Liverpool, Lancashire, 11.15 a.m.

2—Lancashire A.C. Davis Trophy and Lancashire Cup Trial, Red Lion Hotel, Whitebirk, Blackburn, Lancashire, 1 p.m.

2-3—Vintage S.C.C. Welsh Rally, Radnor Arms, Presteigne, Radnorshire, 6 p.m.

2-3—Hants and Berks M.C. Experts' night navigation rally, Hawley Hotel, Blackwater, Hampshire, 9.30 p.m.

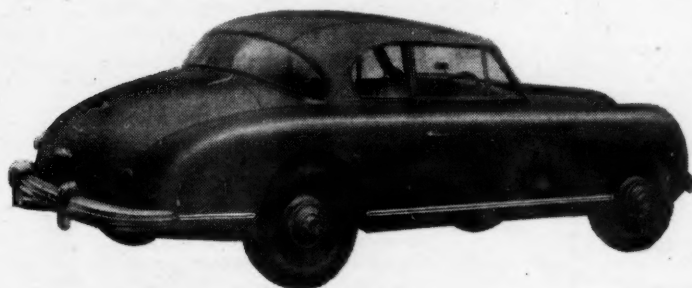
3—Coups du Salon race meeting, Montlhéry, France.

3—Half-Litre C.C. Race meeting, Brands Hatch, near Fawkham, Kent, 1.30 p.m.

3—Blackburn Welfare M.C. Race meeting, Brough, Yorkshire, 12.30 p.m.



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who wants roominess and comfort for himself, and for four passengers if need be. It is for the man who sees the importance of details—like the capacious luggage boot (25 cubic feet), the easily accessible spare wheel; the fine all round visibility; the steering, sensitive but firm; and if he should be concerned about running costs the Interceptor gives him 18/22 m.p.g. Saloon or convertible, this is the car for the man who cares.

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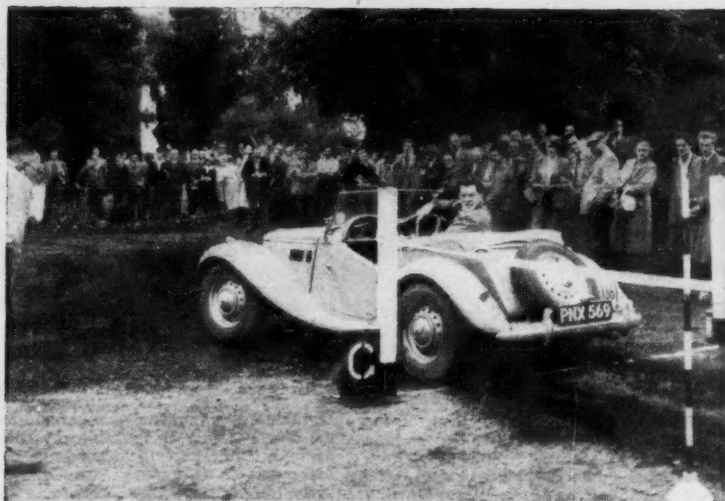
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M. R. Clark wears a worried look as he goes through the final test at Droitwich in his M.G. TF Midget during the Birmingham Post rally organized by the Midland Automobile Club.

CLUB NEWS continued

out later and dried out the course. Among the 38 entrants, some very fast times were put up by Tony Marsh with his supercharged Dellow, closely challenged by F. Woodhall in a Ford Special and J. Deeley in a Cranford Special. There were six tests, and a handicapping system was used to determine the best performance of the day. Results:

Best performance: Dellow (A. E. Marsh), 173.8 marks lost. **Best performance by Walsall club member:** Austin A30 (D. A. L. Blackhurst), 178.9 (on handicap). **Glass awards:** Specials: 1, Ford Spl (F. D. Woodhall), 165; 2, Cranford Spl (J. Deeley), 167. **Sports cars:** 1, Triumph TR2 (R. B. James), 184.5; 2, M.G. (J. Dorsett), 198. **Closed cars:** 1, Standard Eight (J. Livingston), 199.9; 2, Ford Popular (A. J. York), 202.4. **Ladies' awards:** 1, Morgan (Mrs. J. Heydon), 227.8; 2, Standard Eight (Mrs. Livingston), 228.8.

Blackpool and Fylde M.C.—Regulations are available for the Blackpool rally and driving tests, and the North versus Midlands challenge match. The latter is the result of a challenge from the Hagley and District M.C., who will select a team to represent the Midlands; the B. and F.M.C. will select a team from the North. The challenge tests will take place on the Middle Walk, North Promenade, Blackpool, on Saturday afternoon, October 30. Closing date for entries is October 16. Late entries will be accepted until October 23 but may not be published in the programme. Secretary of the meeting is E. B. Stott, 48, Corporation Street, Blackpool.

Southern Jowett C.C.—At Tewin, Hertfordshire, on Sunday, August 29, the monthly meeting was held, which included two driving events. Results are as follows: **First event:** 1, Renault Frigate (R. Knight); 2, Jowett Javelin (C. E. Piper); 3, Morris Minor (Mrs. Fitzpatrick). **Second event:** 1, Morris Minor (J. Fitzpatrick); 2, Jowett Jupiter (U. K. Fleming); 3, Ford Eight (Mrs. Fletcher). **Ladies' Award:** Jowett Eight (Mrs. Rimer). The next event will be at Chobham Common, Surrey, on Sunday, September 26. The annual Hertfordshire map reading run will be held on Sunday, October 31. Full particulars of these events from C. E. Piper, 10, Orchard Avenue, Thames Ditton, Surrey.

Per Ardua M.C.—In conjunction with the Forces M.C. a rally will be held at Tidworth on October 16. Regulations are available from the competitions secretary of the Forces M.C., Major H. G. M. Williams, T.D., 15, Lambdown Terrace, Perham Down, Tidworth, Hampshire.

Nottingham Sports Car Club.—Regulations are available for the first Nottingham Rally to be held on October 16-17, 1954. The route will cover approximately 300 miles

of main and secondary roads in Nottinghamshire, Leicestershire, Warwickshire, Staffordshire, Derbyshire, Worcestershire and Shropshire. Entries must be received by M. J. Andrew, Leen Valley Dyeworks, Bulwell, Nottingham, not later than first post on Tuesday, October 5, and must be accompanied by the entry fee of £1.

Alvis Owner Club.—On Tuesday, September 28, a club night will be held at the Petre Arms Hotel, Langho, near Blackburn (at the junction of A59 and A666). There will be a show of films kindly lent by Shell-Mex and B.P. A night navigation rally will be held on October 23-24. Enquiries should be addressed to A. Ellison, Rylestone, Earnsdale Avenue, Darwen, Lincolnshire.

Rover Sports Register.—In conjunction with the Lea-Francis Owners' Club, the Chiltern 100 rally will be held on October 9. The rally will be divided into two halves, either, or both, of which may be entered; the finish of both halves will be at the Kings Arms Hotel at Stokenchurch. Entries close on October 6, and entry forms should be sent either to P. G. Thomson, 3, Effingham House, Kingsymptom Park, Kingston Hill, Surrey (for the Lea-Francis Owners' Club), or to D. T. R. Dighton, 82, Raglan Gardens, Oxhey, Watford, Hertfordshire (for the Rover Sports Register).

West Essex C.C.—Regulations are available for the closed invitation speed hill climb to be held on Sunday, October 17, at Stapleford Airfield, near Abridge, Essex. Entries must be received by G. E. Matthews, 48, Gaynes Hill Road, Woodford Bridge, Essex, not later than Monday, October 11.

The race meeting arranged for October 16 at Snetterton has been cancelled.

Blackburn Welfare M.C.—A good entry has been received for the road race meeting to be held at Brough Aerodrome on Sunday, October 3. Among the well-known formula 3 exponents who have entered for the 500 c.c. event are Jim Russell, Don Parker, Ninian Sanderson, A. A. Butler and Tom Leigh. The meeting begins at 12.30 p.m. and entries have now closed.

Louth District M.C.C.—The programme of the final Cadwell Park (Lincolnshire) road race meeting, on Sunday, October 10, will be largely devoted to the half-litre championship events. The meeting starts at 11.30 a.m. There will be heats and finals of eight-lap scratch and handicap races and these will permit upwards of thirty competitors.

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IN BRIEF

Mr. Kenneth Horne, sales director of the Triplex Safety Glass Co., Ltd., has been elected to membership of the Royal Automobile Club committee.

Mr. J. G. McLeod, A.M.I.W.M., A.M.Inst.B.E., has been appointed works manager of the Willesden factory of Bowden (Engineers), Ltd., manufacturers of Bowden cables.

Ford service weeks will be held commencing as follows: October 4, Donald Denoon (Motors), Ltd., Chelmsford; October 11, Elliott's Motor Supplies, Ltd., Bishop Auckland, County Durham.

At the annual general meeting of the Institution of Mechanics, which was held at Nuneaton recently, Spiral Saws, Ltd., was among six companies that were awarded a diploma of merit for the quality and manufacture of their products.

Gre-Solvent Co., Junction Works, Whitehall Road, Leeds, 12, has introduced a new packing for their hand cleaner for use in service stations, consisting of an easily carried 28lb package and a pail.

Renold Chains, Ltd., is the new name of the company previously known as the Renold and Coventry Chain Co., Ltd. The name of the company's subsidiary, which has branches on the Continent, has been changed to Renold Chains Continental, Ltd.

Wellseal jointing compound is now being made by Wellworthy, Ltd. in larger tubes, each containing 3½ fluid ounces. The one ounce tubes continue in production. The price of the new tubes will be 4s 6d compared with 1s 9d for the one ounce tubes.

A group profit of £128,833 (£78,575 previously) was made for the twelve months ended June 30, 1954, by Armstrong Shock Absorbers, Ltd. This figure allowed for United Kingdom and Dominions taxation of £208,398 (£159,615 previously).

As the name Voltastat is similar to a trade name used by another manufacturer, Winston Electronics, Ltd. have discontinued its use. Instead, Constavolt will be used for the company's stabilized voltage control equipment for battery charging.

Mr. Wilfrid Smith and Mr. Alfred William Newbery have been appointed directors of Romac Industries, Ltd. Mr. Smith has been a merchant in the City of London, connected with the rubber and chemical industries, for many years and both men are directors of a number of other companies.

A dividend of seven per cent has been declared on the seven per cent cumulative preference £1 shares by the Tyre Investment Trust, Ltd. This compares with six and a half per cent previously. Revenue for the twelve months ended August 31, 1954, after all charges, was £50,983 (£41,821 previously).

Kennings, Ltd., recently purchased a controlling interest in George Langley, Ltd., the Nuffield distributors for north Bedfordshire. Sir George Kenning has

been appointed chairman, and Mr. Langley continues as joint managing director. Mr. Frank Kenning has also been appointed to the board.

A group of French technicians representing five prominent Continental car manufacturers arrived in Manchester on September 6 at the invitation of David Brown Machine Tools, Ltd. The main purpose of their visit was to see demonstrations of a machine developed for the rapid production of car and commercial vehicle gears.

Mr. L. A. Thain has been appointed sales representative for Northumberland, Durham, Westmorland, Cumberland and the North Riding of Yorkshire by Brake Linings, Ltd., manufacturers of Duron brake and clutch linings. Also Mr. A. E. Wroe has been appointed sales representative for Cheshire, Lancashire, Flintshire, Denbighshire, Caernarvonshire, Merioneth and Anglesey.

Mr. S. M. Cusick has been appointed assistant district manager for Nottinghamshire, Derbyshire, Lincolnshire and Rutland for the India Tyre and Rubber Co., Ltd., Mr. E. Cooper takes over Lincolnshire, which was previously Mr. Cusick's territory, and Mr. C. M. S. Parker becomes service representative for Mr. Cusick's area. Mr. A. C. MacKay is now general representative for south-east London.

With the consent of the Treasury, Brook Motors, Ltd. recommend that £71,335 10s, part of the amount standing to the credit of the capital reserve of the company, be capitalized and applied in paying up in full 142,671 ordinary shares of 10s each. They are to be allotted to ordinary shareholders in the proportion of one new share for every seven ordinary shares held on September 10, 1954. It is proposed that the authorized capital will be increased from £700,000 to £1,000,000 by the creation of 600,000 ordinary shares of 10s.

Owing to the increased consumption in the Channel Islands, the Esso Petroleum Co., Ltd. is to carry out considerable enlargement of its existing facilities at St. Helier, Jersey, and St. Sampsons, Guernsey. At St. Helier the company has been leased additional land adjoining the existing depot, and apart from increased storage capacity, new berthing facilities are being provided. Work is expected to begin next spring. Work on the new tankage at St. Sampsons will begin shortly. Two new ship pipe-lines from the harbour to the installation have already been completed.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16971. 1925 1½-litre Lancia Lambda
"A.F."—All possible information, with Series 7 engine; also a handbook.

No. 16972. Handbooks Required

"R.R."—1937 16.9 h.p. 2-litre Opel.

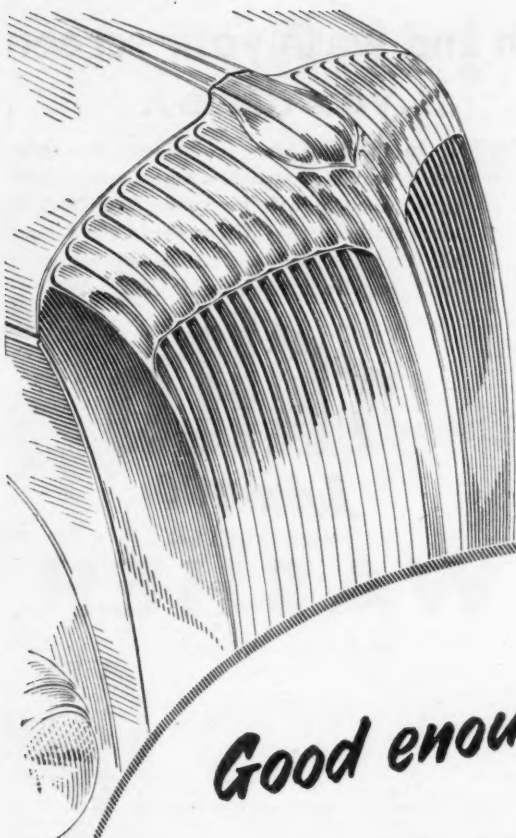
"A.A.C."—1933 Standard Nine.

"A.R.L."—1933 Alvis Speed Twenty.

"G.P.W."—1937-38 Rover Fourteen workshop manual.

"R.K.S."—1933 16 h.p. S.S.I.

"I.J.R.T."—1939 14-65 h.p. Triumph Roadster.



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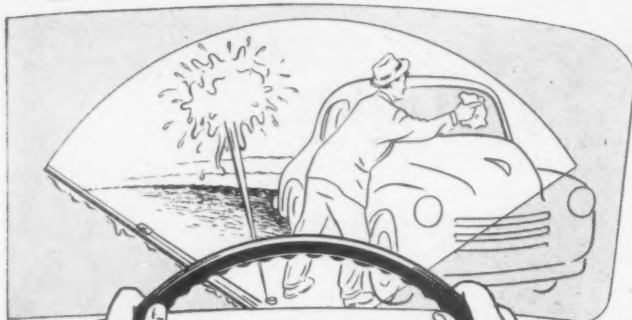
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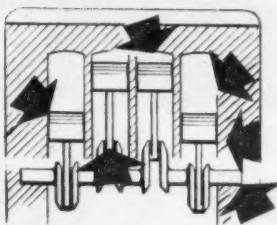
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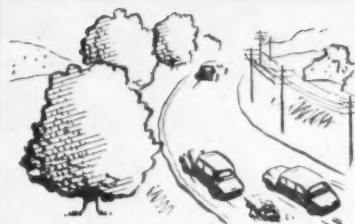
FACTS ABOUT ENGINE PROTECTION



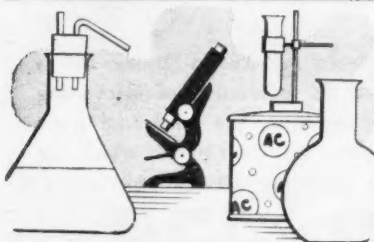
CLEAN OIL gives 100% protection for moving engine parts—so long as it remains clean! After only a few hundred miles this oil gets dirty and fouled with harsh abrasive carbon and metal particles.



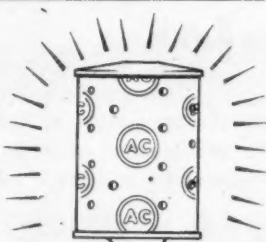
These abrasives cannot be stopped at source because they are natural by-products of combustion, wear and road conditions.



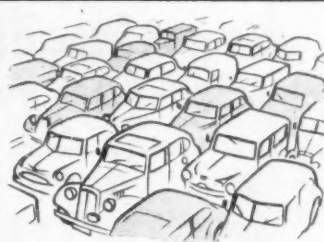
They must be speedily removed from the oil or they will grind around the engine and cause premature wear. Sludge and gum forming in the oil will seriously impair engine efficiency.



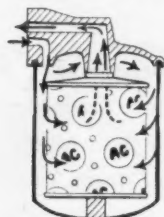
Research into this problem of engine oil protection began in the early 1920's, when AC designed and manufactured the first by-pass type of element filter.



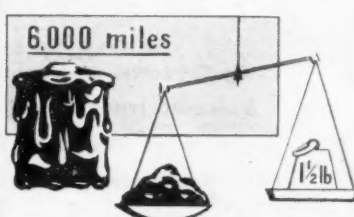
Today nearly every automobile starts life with the protection of an Oil Filter to cleanse the oil and trap all harmful abrasive material, sludge and gum.



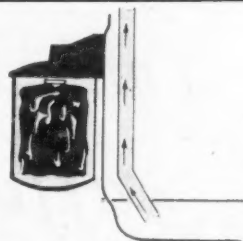
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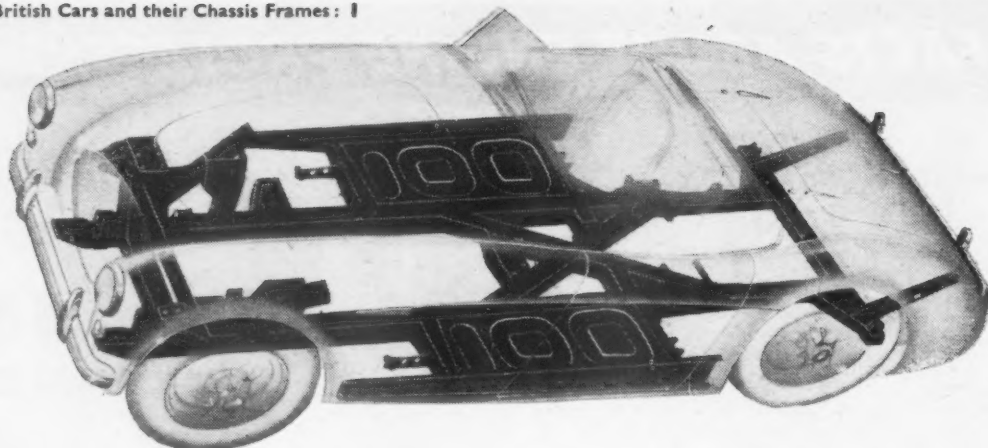
Use only genuine AC Replacement Elements. Every garage carries a stock and they are economically priced. You can fit an Element yourself, or your Garage will do the job in a matter of minutes.

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6 VOLT	Cash	Dep.	12 VOLT	Cash	Dep.
L.A.E.3, 60 amp. 8 1/2 x 6 1/2 x 7 1/2	87/6	25/-	M.N.6, 57 amp. 13 1/2 x 11 1/2 x 9 1/2	185/-	46/-
L.A.T.3, 72 amp. 9 1/2 x 6 1/2 x 7 1/2	110/-	27/6	M.N.6, 72 amp. 15 x 6 1/2 x 9 1/2	216/-	54/-
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Carriage & Packing: 6 Volt 9/-; 12 Volt 11/-.

2 AMP. DE LUXE BATTERY CHARGER WITH AMMETER



DUAL-TONE HORNS
Complete with fittings. Lucas, black finish.
12 v., 77/- pair.
87/6 pair.

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Complete with fittings. Chrome finish. 12 v. 83/6 pair. 6 v. 88/- pair.
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200/250 v. A.C. 40-50 cycles. Charges 6 and 12 v. batteries 2 amp. output. 89/6 (Usually 125/6).

25% DEPOSIT SECURES

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A FEW EXAMPLES



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550 x 16	70/-	16/6
500 x 20	72/6	17/-
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550 x 17	75/-	17/6
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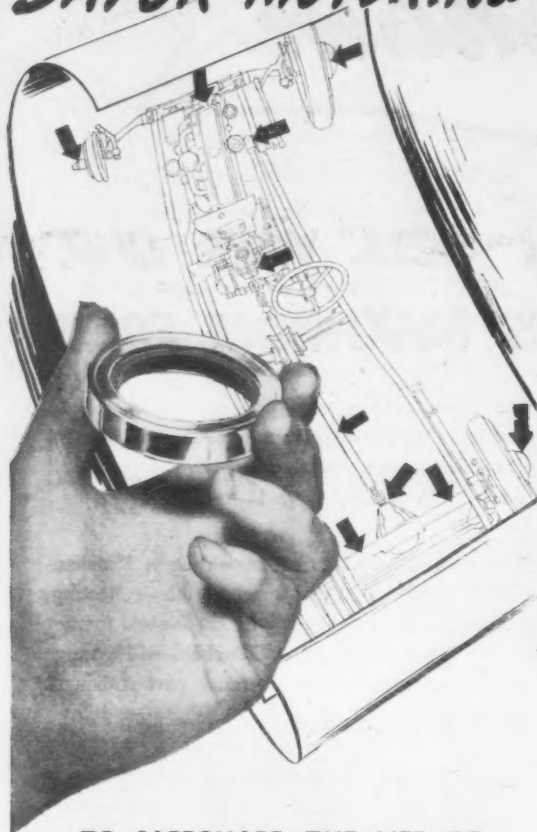
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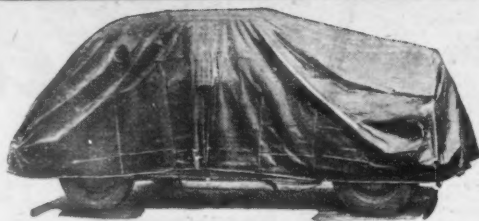
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A shaped Cover of high grade waterproof VYNYL sheeting, high tensile strength, welded seams, hemmed edge, patent loops for tying, no eyelets to scratch or pull out. Made for good service.

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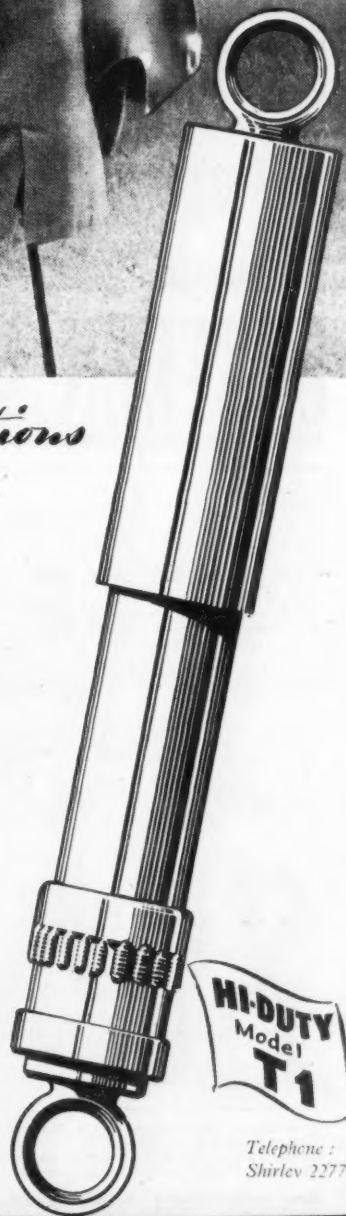
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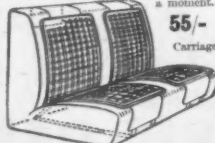
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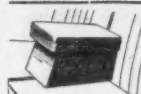


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BRITISH DESIGNED AND MANUFACTURED

REG. TRADE MARK

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**The FINEST CAR ACCESSORY OF THE CENTURY
WITH FIRST-CLASS VALUE FOR MONEY
COLLECTS AND ABSORBS ALL DIRT AND DUST**

"The Unida Mop is a revolution in cleaning and dusting."

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Now contains

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RUBBER HANDLE

STEEL FRAME

LONG-LIFE

HEAVY-DUTY MOP

**"A
DELIGHT
TO
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12'6

COMPLETE

**RENEWAL
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2'6
per bottle**

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A "must" for every engine's first 1,000 miles. Gives longer life to every part—fine performance from the start. Contains dag* colloidal graphite and new super-oily Polyad for tenacity in the graphoid film. Not removed by any type of filter.

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Protect those raw metal surfaces with SLIPCO Brand Pure Aluminium Leaf Paint

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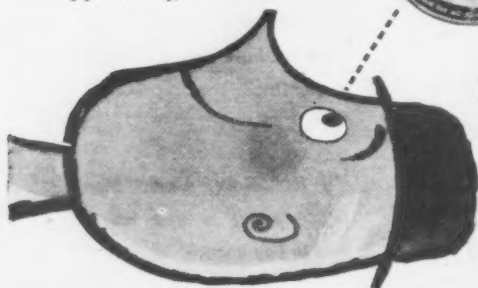
*Resists heat *Petrol-resistant

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45'6

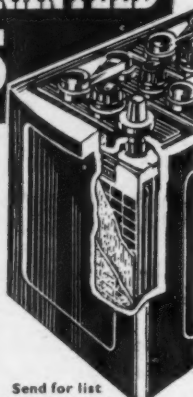
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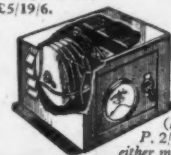


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1 amp. With Ammeter. Fused on both circuits. 200/250 volts A.C. Mains 6 and 12 volt. 5-amp. model, £5/19'6.



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FOOT PUMPS

Will inflate any tyre with ease. Brand new. Long Universal connection. DOUBLE. WORTH



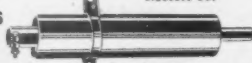
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First quality heavy gauge steel, complete for all popular cars. Including: Standard 9, Austin 10, Hillman Minx, Morris 8.

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Daily Telegraph

INTERNATIONAL

CAR RACING

(Organised by the British Automobile Racing Club)

A hundred of the fastest cars in a crowded six-hour programme of Formula I, Formula Libre, Formula III, Sports and Saloon car racing.

Entries include: **Stirling Moss** and **Mantovani** (works Maseratis); **Louis Rosier**, **Roy Salvadori**, **Harry Schell**, **Ken Wharton** (Maseratis); **Jean Behra** and **Pillete** (Gordinis); **Reg Parnell** and **Masten Gregory** (Ferraris); **D. Beauman**, **Riseley Pritchard** and **M. F. Young** (Connaughts); **Alan Brown** (Cooper Alta), **Peter Collins** (Aston Martin), **Bob Gerrard** (Cooper Bristol), **Peter Whitehead** (Cooper Jaguar).

PROGRAMME

- 11.15 Event 1. 5-lap Saloon Car Race.
- 12.00 Event 2. 17-lap Formula III Race.
- 2.00 Event 3. The *Daily Telegraph* Trophy Race—a 17-lap Formula I Race.
- 3.15 Event 4. 17-lap Sports Car Race.
- 4.30 Event 5. 17-lap Formula Libre Race.

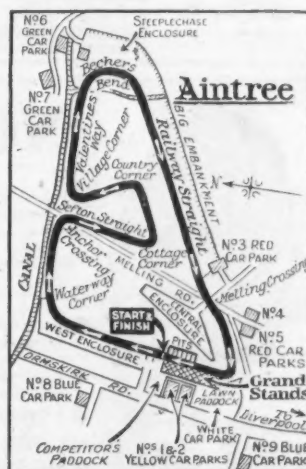
ADMISSION CHARGES

Unreserved: Steeplechase and West Enclosures, 5/-; Paddock, £1/5/-. **Bookable in advance:** Reserved stand seats (including Paddock admission), £1/15/-, £2/10/-, £3. Combined admission and on-the-course parking in Central, West and Steeplechase enclosures, car and 4 occupants £1/10/-; motor-cycle combination, driver and passenger, £1; solo motor-cycle and driver, 10/-. **Off-the-Course Parking** (bookable in advance or on the day). Cars and motor-cycle combination from 5/-; solo motor-cycles from 2/6.

Tickets and information from

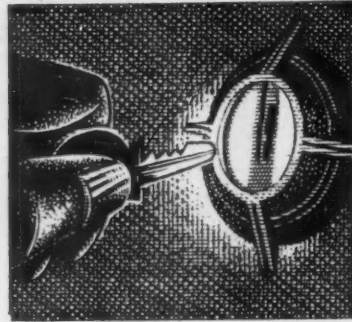
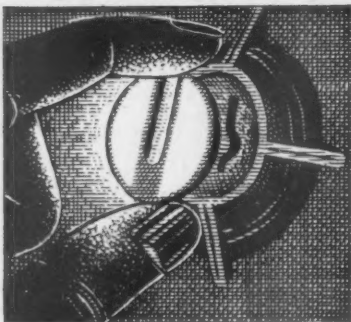
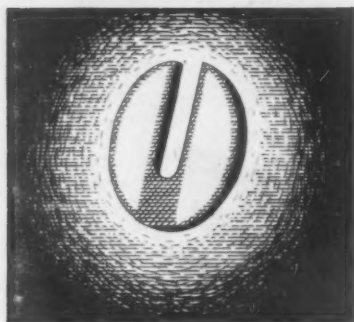
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CAR-KEYLITE

FOR IGNITION AND DOOR LOCKS PRICE 2'6



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NEW PARKING LAMPS
in black, with unbreakable lenses. **6/9**
Post & Pkg. 1/-.

NEW U.S.A. SUN ENGINE COMPRESSION TEST GAUGE
(as illustrated)
Complete with full instructions. **39/6**
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50-160, 2 1/2" dial complete with 6ft. tubing and 6ft. elements. **25/-**
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8-day, complete with trip hands. Made to Air Ministry Specifications. Model B, 2 1/2" dial, in bakelite case. **42/6**
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New 30-hour Bezel wind clock. **29/6**
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200 with Chrome Rim. **17/6** Post & Pkg. 1/-.

NEW ALL-CHROME WING LAMPS
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NEW UNIVERSAL 3 LEG HUB FULLER REVERSIBLE LEGS
Complete with retainer locking ring. **15/-**
Price P. & P. 2/-.

NEW ALUMITE GREASE GUN
Model 6506 and 6503
Hand lever type. Hydraulic Nozzle. Length of body 11in. Diameter of body 2 1/2in. List price 78/-.
OUR PRICE 29/6
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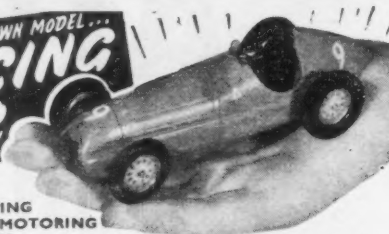
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MODEL.....WRITE IN BLOCK LETTERS PLEASE

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PALMERSTON ROAD, SPARKBROOK, B'HAM 11. (Victoria 1849)

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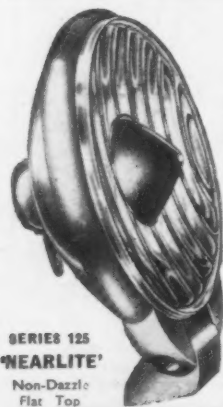
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All Chrome, £3 8 0 complete.

- Sealed Beam Unit
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ALL REFLECTORS AND LAMPS COMPLY WITH ROAD SAFETY REGULATIONS.

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Non-Dazzle
Flat Top



'155' The Famous "Master" Blue Spot Models.

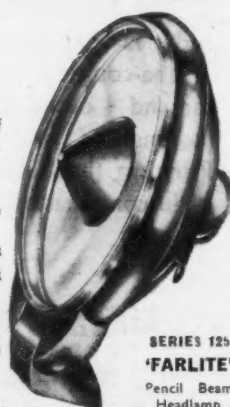
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PASSMASTER LIGHTMASTER



"SAFEFLOW"
2" Reflectors.
For Private
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Rear lamps.
Efficient and
Inexpensive.



SERIES 125
'FARLITE'
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Details Obtainable from Garages & Motor Agents, Etc



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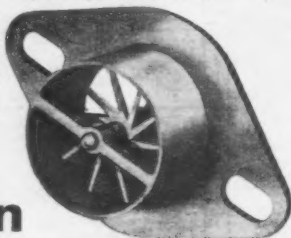
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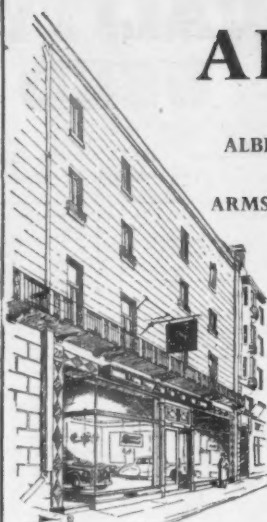
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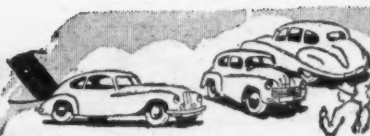
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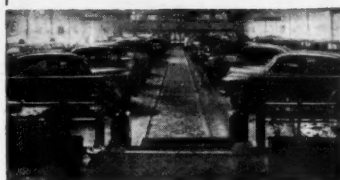
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HUMBER Pullman Limousine 1944, ex-Ministry car, same style body as above, in quite good order

HUMBER Pullman Limousine 1950, Mark II Series original black cellulose in very attractive condition, interior upholstery and fittings spick and span

HUMBER Pullman Limousine 1949, Mark II Series, Dec. 1948 delivery, in quite exceptional condition all round, expertly maintained by previous owner, new Goodyear Eagle tyres, heater, wing mirrors

AUSTIN Chalfont Limousine 1937, one owner since 1947, bright attractive-looking car, leather throughout, face-forward seats, easy-clean wheels, rear luggage boot, the whole car in satisfactory mechanical order, fitted two Lucas spotlights, windscreen washers

AUSTIN Limousine 1936, 18 h.p. model similar to above, long-chassis series, a nice tidy car, sound mechanically and well-shod, very good investment

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BUICK Pullman Limousine 1937, 8-passenger model, maker's bodywork, cellulose in particularly nice condition, fully equipped, wide occasional, winding division, a really nice car all round

BUICK Pullman Limousine 1936, decent-looking specimen, ready to give a good term of service

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BUICK Pullman Limousine 1935, still going strong, ideal car for country hire work, colour black

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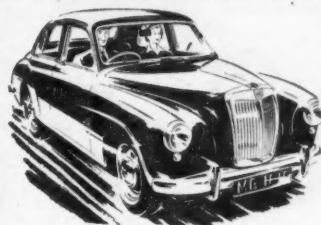
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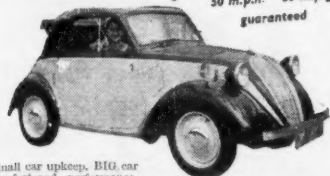
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1950 (November) A.C. saloon, black, one owner, first-class condition; £595.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

1936 A.C. Competition 2-seater 16-80 model, new hood, battery, light blue; £170.—Ray, 1869 Davies, Macc. 2537. [S477]

1938 A.C. 2-litre saloon, good order, going abroad; best offer before 2nd October, seen London. [S477]

1952 (Sept.) A.C. saloon, one owner, bronze, red leather upholstery, immaculate throughout; £900.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1, Euston 551. [C4040]

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1935 A.C. Greyhound saloon, black, brown interior, two owners since new, exceptional condition, must be seen to be appreciated; £175.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandye 1166. [C4034]

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1750cc S/C 2-seater drop head coupe, extremely good condition; £195.—Johnson & Brown, Ringers Rd., Bromley, Ravensbourne 2322. [C2073]

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THOMSON & FLOOR (BRICKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848/9. [0124/R]

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B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Gladstone 6303. [W2040]

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1951 Allard sports saloon, 2-tone, heater, fine car; £450.—Vare Motors, 472, Archway Rd., Highgate, N.6. Mountview 9039 and 5306. [C4074]

SALES & WANTS

Turn to page 94 for Advertisement Form

INDEX

	PAGE
Ambulances	84
Auctions, Tenders, Appointments, etc.	84
Axeshafts	89
Batteries, Chargers, etc.	89
Books, etc.	93
Brakes, Cables, etc.	89
Business and Property	93
Caravan Section	85
Carburetors, Economisers	89
Car Carpets	90
Car Covers	89
Car Radio	89
Cars for Hire	88
Chromium Plating	90
Clothing, etc.	90
Coachbuilders and Bodies	89
Commercial Vehicles	84
Contact Lenses	89
Cylinder Blocks	90
Cylinder Grinding, etc.	90
Cylinder Heads	90
Dynamics	90
Electrical Equipment	90
Engines and Accessories	89
Exchange	89
Financial Partnerships	89
Garage Equipment	90
Garage Facilities	89
Gear and Steering Boxes	90
Heaters	90
Hoods, Sorens, Cellulose, etc.	90
Hotels, Guest Houses, Accommodation	93
Independent Suspensions	90
Insurance	90
Lamps, etc.	89
Loose Covers	91
Lubricators	91
Magnetos	91
Miscellaneous	91
Mobile Canteens, Kitchens, etc.	84
Motor Cycles for Sale	84
Motor Heaters	84
New Cars	85
Packing and Shipping	89
Parts and Accessories	91
Patents, Experimental Work	89
Pistons	91
Radiator, Muffs, etc.	91
Repairs, Welding, etc.	91
Roof and Rear Luggage Racks	91
Seats and Windows	92
Safety Glass	92
Shock Absorbers	92
Second-hand Cars for Sale, Wanted and Spares and Service	61-84
Silencers	92
Situations Vacant	93
Situations Wanted	93
Speedometers	92
Springs	92
Steering Wheels	92
Superchargers	92
Tailors	85
Tuition	89
Tires and Tubes	92
Wheels, Discs, etc.	92
Windscreens, Wipers, etc.	92

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See page 93

ALLARD

1951 (June) Allard saloon, 25,000 miles, one owner; £495.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081]

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ALVIS

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QUALITY, service, satisfaction, open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1954 Alvis TC.21/100 saloon, black, with beige upholstery; £1,685.

1951 Alvis 3-litre saloon, black/red upholstery; £275.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2874/5. [S609]

1937 Alvis Speed 25 saloon, very good condition; £220.—Box 7986. [S841]

ALVIS 1948 T.A. saloon, green, immaculate throughout, sun roof; £599 o.n.o.—Box 8061. [S828]

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

ALVIS 1934 Speed 20 saloon, good order; £150.—A. J. Wilson, 288, Gresham Rd., Belfast, N. Ireland. [S706]

£295—1939 Alvis 12/70 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

ALVIS 1936 3½-litre Speed 25 Mulliner sports saloon, good; £220 o.n.o.—Parr, Farnham, Cambs. [S669]

ALVIS 17, 1938 d.h.c., sound condition throughout; price £215 or offer, letters only to—M. W. Sadlier, c/o 283, St. Helens Rd., Hastings. [S667]

1951 Alvis 3-litre saloon, black, fawn leather interior, sun roof, twin carburetors, latest modifications, radio and extras; £395.

PARKERS, Ltd., Bradshawgate, Bolton 4080. [S836]

SPEED Twenty VDP drop head coupe, heater, engine rebuilt, new hood, tyres, enthusiast maintained; £175.—Dandy, 2, Hillside Grove, Chelmsford. [S810]

1948 Alvis 14 black saloon, fawn leather interior, sun roof, one careful owner, heater, taxed to December, 2500.—Norton, 44, Springfield Rd., N.W.8. Tel. Mal. 2377. [S822]

1937 Alvis 25hp Charlesworth saloon, interior as new, 5 good tyres, mileage 31,000, new clutch, gear box December, complete mechanical overhaul, 60b/h, 90 m.p.h.; £185.—Platt, 29, Altrincham Rd., Gt. Ch. [S862]

575 ems.—Alvis 14, late 1949 saloon, sliding head, leather, one owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4016]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS 1936 17hp saloon, reconditioned, immaculate showroom condition, a real gem: 2225 o.n.o.—Brown's (Alvis Repair Specialists), 15, Lancaster Mews, W.2. Amb. 9660. [16685]

1954 Alvis 5-litre saloon, finished in black with Californian tan leather upholstery, fitted Lucas spot and fog lamps, mileage 8,700, condition as new; £1,500.—Wilkin, "Four Winds," West Kingston, Angering on Sea. Tel. Rustington 662. [16685]

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

H. J. HUNTER Ltd., offer:—

For immediate purchase of your Alvis.

H. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Gladstone 6303. [W2040]

POST-WAR Alvis required for cash.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2053]

H. A. SAUNDERS, Ltd., Golders Green, require:—

Alvis cars all models for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

PERFORMANCE CARS urgently require Alvis.—Great West Rd., Brentford, Middlesex. Ealing 5641. [W3041]

GATEHOUSE MOTORS are buyers of Alvis cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [W2021]

Alvis Spares and Service

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. "Grams" Alviscar, Gold. London. [W4004]

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. "Grams" Alvis. Coventry. [W3919/R]

CHARLES FOLLETT Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0591/R]

KINGSTON-ON-THAMES, Alvis agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 82, Eden St. Kin. 2241-2. [S4053/R]

MANCHESTER—Alvis repairers and spares main agent.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2784-5. [0653/R]

AMERICAN CARS

ATTENTION!!!

LARGE selection of post-war American cars in stock; see under individual classifications.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), 45, High Rd., Wembley 8695 3503. [C4015]

METCALFE & MUNDY, Ltd.

1953 Buick saloon.

1952 Studebaker Champion saloon, 9,000 miles.

1951 Studebaker Commander convertible.

1950 Buick saloon Dynaflow.

For details see under classified headings.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. [05471]

JOE THOMPSON MOTORS, Ltd., offer a selection of late model American cars—91-95, Fulham Rd., South Kensington. Tel. Kensington 4658. [C4028]

1949 50 Ford Custom 26hp 6-seater saloon, immaculate condition; sell or exchange for convertible.—"Springfield," Ashley Rd., Hale, Ches. Tel. Altrincham 2770. [18472]

BRITISH & COLONIAL MOTORS, Ltd., distributors of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [C1027]

American Cars Wanted

ATTENTION!!!

SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3503. 345, High Rd., Wembley. [W4015/R]

NOW hear this!

METCALFE & MUNDY, Ltd., are keen and enthusiastic buyers of American cars in sound condition.—80, Old Brompton Rd., S.W.5. [W3064]

JOE THOMPSON MOTORS, Ltd., require American cars.—91-95, Fulham Rd., S.W.3. Kensington 4658.

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), W.C.2. Temple Bar 3588. [W1027]

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd. (England's largest distributors), offer:—

1952 Armstrong Siddeley Whitley saloon, one owner, synchromesh gear, immaculate; £225 one week's free trial; guaranteed; deferred terms available.—184-186, Gt. Portland St., W.1. Museum 1001. [C3059]

GUY SALMON AUTOMOBILES offer:—

1954 Armstrong Siddeley Sapphire 6-light saloon, maroon with fawn upper half, Whitewall tyres, Ace Rimblinders, Radiomobile, 5,000 miles, used solely as a show car by ourselves, a really superb Sapphire, 21.595, Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1954 Armstrong Sapphire, preselect box, demonstrator, 4,100 miles only; £1,595.—Rushlip Motors, Ltd., West End Rd., Rushlip 4340. [8772]

ARMSTRONG SIDDELEY

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1.

ARMSTRONG SIDDELEY Sapphire 6-light saloon, 1954, two-tone grey with maroon hide upholstery, synchromesh gear box, radio, heater, demister and windscreen washers, 4,000 miles, £1,550.

COMPREHENSIVE guarantee; hire purchase and part exchange.

KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel. 26451. [8819]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1947 Armstrong Siddeley 16hp Hurricane drop head coupe, grey/grey hide, immaculate, highly recommended; £359.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). [C4004]

BROOKLANDS—Individuality new and used cars.

1952 Armstrong Siddeley Hurricane coupe.

BUY or sell with confidence; open 9 until 7.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1028]

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers and repairers, offer:—

1953 (Oct.) Sapphire, midnight blue, electric pre-selector, twin carb., twin exhaust system, radio set, etc., 11,000 miles, superb example, most carefully maintained; £1,450.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936.

1934 Armstrong Siddeley 17hp, new tyres, battery, £100.—Bri. 5852 after 6 p.m. [8570]

1950 Lancaster saloon, black, red leather, exceptional; £565.—Read Car Co., Ltd., Brighton Rd., Sutton, Tel. Vis. 8979 and 8405. [C3048]

1954 Armstrong Sapphire, 2,686 miles, 6-light saloon, synchromesh, black, tan upholstery, license 1.12.54, 11.11.11.—Hugh Outram, 63, High St. Sevenoaks. Tel. 5568. [8377]

1934 Armstrong Siddeley 20hp, in really exceptional condition, make ideal car for farmer or taxi, taxed; £100 o.n.o.—9, Beresford Drive, Southport. Tel. 88155. [8588]

495 ens.—Armstrong Siddeley, Sept. 1950, 18hp drop head coupe, leather, manual gear change, radio, heater, exceptional terms, exchanges.—Rowland Smith, below.

365 ens.—Armstrong Siddeley 1947 Lancaster 4-door saloon, sliding 7-seater, heater, manual gear change, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

CASS'S MOTOR MART—1949 (May) Armstrong 16, Typhoon saloon, black, heater, 38,000 miles, outstanding; £525.—written guarantee.—3, Warren St., W.1. Euston 4110. [C1040]

1954 A Sapphire black and beige, beige hide, pre-selector gear box, radio, and tailored seat covers, 1,100 miles, as new; cost £1,850; our price £1,625.—Robbins, East Putney. Tel. 7881. [C5010]

1954 (May) Armstrong Siddeley Sapphire, finished in black and fawn, synchromesh gear box, fitted with H.M.V. radio and windscreen washers, very low mileage; £1,565.—Allens of Bristol, Berkeley Sq., Bristol. Tel. 22514. [8510]

1954 Armstrong Siddeley Sapphire, elephant grey, blue upholstery, synchromesh gears; this car is unmarked and its mileage is under 3,000; absolutely flawless; £1,595.—Hamtun Motors, Ltd., 39, Sheep St., Northampton. Tel. 518. [8639]

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

ARMSTRONG SIDDELEY cars all models for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

KIRKWOOD CARS buy pre-war Armstrong.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037]

ARMSTRONG MOTOR CO., Ltd., offer your Armstrong Siddeley.—Tel. Sta. 9000, Seven Sisters Rd., Tottenham, N.15. [0183/R]

R. EDWARDS, really good post-war Armstrong Siddeley.—Edwards, Amenbury Lane, Harpenden, Harpenden 118. [W2000]

XXX H. P. Edwards offer immediate cash for good Armstrong Siddeley.—28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

7-SEATER 1951-52 private 18hp Limousines, also 25hp, reasonable mileage 1938/39 Limousines, Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006]

PASS AND JOYCE, Ltd., England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-186, Gt. Portland St., W.1. Museum 1001. [0635/R]

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhaul and engineering services; 48-hour exchange engine and gear box, radio, heater, guaranteed services by specialists; trade and retail.

PRESELECTION gear boxes, exchanges, reconditioning 48 hrs.—Arcot Eng. Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken 7201. [0647/R]

FULL repair and overhaul service for Armstrong cars.—Harman, 24, Astwood Mews, S.W.7. Fremantle 7471.

BIRMINGHAM joint distributors; spare parts from 1932.—Frank Moseley (A. S. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916, [0648]

HENLYS Ltd., Chestham Hill Rd., Manchester, 8. Have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 5216-7.

PASS AND JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clients the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0670/R]

AUSTIN MARTIN

ASTON MARTIN DB 2-4, red, 4,000 miles; £2,050.—John Alcock & Wally St., Biddulph, Stoke-on-Trent. Biddulph 3174. [8715]

ASTON MARTIN

CHIPSTEAD MOTORS, Ltd., offer:—

1952 Aston Martin, Vantage engine, drop head coupe, absolutely immaculate.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Flaxman 0052/7253/7154. [C1046]

ANTHONY CROOK, Aston Martin Agents.—1953 D.B.2, small mileage.

ANTHONY CROOK MOTORS, Caterham Hill, Surrey. Tel. 2232. [C1063]

PERFORMANCE CARS offer from over 150 guaranteed cars large selection of pre-war Aston Martins.

ASTON MARTIN 2-litre coupe with dickey, 1939, choice of 3 red or black; £325 and £345. [C2015]

ASTON MARTIN 2-litre tourer, 1938, £325; Aston Martin 1½ Le Mans short chassis, 1934, £245.

ASTON MARTIN 1½ Le Mans 2-seater, 1934, £225; Aston Martin 1½ International tourer, 1931, £155.

IMMEDIATE hire purchase, insurance and part exchanges; many others in stock.—See under "Sports Cars."

PERFORMANCE CARS, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

ASTON MARTIN DB11 saloon, ex works car; £1,125 or £285 deposit.—Portland Sports Autos, Meadowhead Garage, 186, Meadowhead, Sheffield, 8. Tel. 45212. [C2015]

ASTON MARTIN, February, 1954, DB2/4 saloon, one owner; offered at the attractive figure of £1,975.—A. F. N. Ltd., Falcon Works, London Rd., Isleworth, Middlesex 0011. [C2015]

BARTLEY—Aston Martin 2.9, 160bhp, 140mph, DB11 2-seater, full road equipment, complete history available, 5,000 miles.—27a, Pembroke Villas, W.11. Bay, 0523. [C2015]

ROSE & YOUNG, Ltd., offer 1954 Aston Martin DB2/4 saloon, low mileage, fitted radio, cherry red; £2,055.—55/69, Starnhill Ave., Streatham Hill, S.W.2. 41 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

325 ens.—Aston Martin 1938 15/98 2-litre short wheel base drop head coupe, blue, red leather, sun hood, excellent condition; terms, exchanges; list; open 9-7 week-days and 2 at days.—Rowland Smith, Hamstead (Hamstead Tube) Hamstead 6041. [C4018]

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hamstead (Tube), N.W.3. Ham 6041. [W4018/R]

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2032-3.

ASTON MARTIN, 1954, DB2/4 wanted, must be low mileage and genuine; £1,800 to £2,400 offered.—BM/YH/K, London, W.C.1, or Imp. 346, evenings. [8595]

Aston Martin Spares and Service

FRIARY MOTORS, Ltd., sole suppliers of spares, including reconditioned engines, for all Aston Martin cars produced up to 1940; specialised servicing facilities.—Old Windsor. Tel. Windsor 2002/3. [0198/R]

AUSTIN SEVEN

1936 tourer, big, accept £76.—140, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1939 Austin Big 7 4-door sun roof saloon, exceptional condition throughout; £195; terms available.—Colindale 7542. [8741]

£229!!!—1939 Austin Big 7 saloon de luxe, in leather, & particularly well-maintained example, runs exceptionally well; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, Wood Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

195 ens.—Austin Big-7 1939 4-door saloon, sliding leather, good tyres, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A30

J. DAVY, Ltd.

A SELECTION of 1954 2-4-door low mileage saloons from £505.—Western 9641. [C1069]

CAR MART, Ltd.

LONDON distributors.

1954 Austin A30 2-door saloon, heater; £520.

1954 Austin A30 2-door saloon; £495.—Car Mart, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [C1035]

RUSSELL MOTORS offer:—

1954 Austin A30, 3,000 miles only; £495.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060]

B. J. HUNTER, Ltd., offer:—

1953 Austin A30 saloon, 4-door de luxe model, one owner. £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, B.N.W.2. Tel. Gladstone 6303. [C2040]

R. C. WIMBUSH, Ltd., offers:—

1954 Austin A30 2-door saloon, colour black, fitted heater, low mileage; £525.—312, Earls Court Rd., London S.W.5. [C4015]

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A30 4-door saloon, beige, heater, 11,000 miles; part exchange; deferred terms.—3, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051]

GUY SALMON AUTOMOBILES offer:—

1954 Austin A30 saloon, one owner, 4,000 miles, heater, unmarked condition; £510.—Portland mouth Rd., Thames Ditton. Esherbrook 5551-2-3.

1954 (Oct. '53) A30, 4,000 miles, innumerable extras; £520.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821/2. [C3040]

1954 Austin A30 4-door saloon, little used, unmarked, £530.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A30

GARDNER & Co. (HENDON) offer:—

1953 Austin A30, 4-door saloon, heater, low mileage, as new; £495.—Hendon 3559 and 8460. [C2074]
£485—1953 (November) Austin A30 4-door saloon, black, beige, fitted heater, nominal mileage, excellent order throughout.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C10170]
KENTISH & THOMSON, Ltd.—1953 (Aug.) Austin A30 saloon, cream and red, fitted with heater, small mileage; £475—£564-6, Wickham Rd., Shirley, Croydon. Springfield 3477. [C2047]

Austin A30 Cars Wanted

C

THE CAR MART, Ltd., London distributors, wish to purchase Austin A30 cars.—Austin House, 297, Euston Rd., N.W.1, Euston 1212. [C925/R]
H. A. SAUNDERS, Ltd., Golders Green, require

AUSTIN A30 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011. (Ten Lines.) [W4004]
RICHARDS & CARR buy Austin A30.—35, Kinnerton St., London S.W.1, Sloane 5424. [W3045]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

AUSTIN EIGHT

1947 Austin 8 4-door saloon, black; £285.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2, Paddington 0283. [C2033]

Austin Eight Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require

AUSTIN 8 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011. (Ten Lines.) [W4004]
PRIVATELY owned Austin 8.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2766. [W2037]
OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

AUSTIN TEN

AUTOMOBILIA, Ltd., offer:—

1947 (Oct.) Austin 10 4-door de luxe sunshine saloon, pastel green, brown leather, excellent condition; £345.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/5891.
 Austin 10; £265; 3 months' guarantee; terms and exchanges.

1940 JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5229 and 5774. [C3054]
 model saloon, green; £91.—140, Golders Green Rd., N.W.11, Speedwell 0011. [C4004]

1934 Green Rd., N.W.11, Speedwell 0011. [C4004]
95—Austin 10 1932 saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]
H. A. SAUNDERS, Ltd., Golders Green, require

AUSTIN 10 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011. (Ten Lines.) [W4004]
GARDNER & Co. (HENDON) will buy your Austin 10.—Hendon 3559 and 8460. [W2074]

GOOD Austin 10 wanted for cash.—Walter Scott, Ltd., 39, College Crescent, Hamstead, N.W.3. (Swiss Cottage Tube) Pri 5914. [W4006]

1939 Austin 10 Cambridge saloon wanted.—Motors, Ltd., (London) Ltd., Gt. North Rd., Finchley station, N.2, Tudor 2301-2. [W3018]

AUSTIN A40

J. DAVY, Ltd.

A SELECTION of 1954 A40 saloons and coupes from £675.—Western 9641. [C1069]
THE CAR MART, Ltd.

LONDON distributors.

1954 Austin A40 Somerset saloon, sliding head; £670.
1949 Austin A40 Devon saloon, heater; £515.

1954 Austin A40 Somerset coupe, heater; £725.

1953 Austin A40 Somerset coupe, radio, heater; £615.—Car Mart, Ltd., 297, Euston Rd., London, N.W.1, Euston 1212. [C1039]

NEWNHAMS, Ltd.

1953 A40 Somerset saloon, black, heater, leather, etc.; 12,000 miles; £645.
NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6, Riverside 4646. [C3024]

COLLIER-FISHER, Ltd., offer:

1949 Austin A40 4-door Devon saloon, Portland grey, with blue leather upholstery, heater, rubber mats, recently fitted second engine, taxed year; £435.—Northwood, Middx, Tel. 777. [8475]

R. C. WINBUSH, Ltd., offer:—

1951 Austin A40 GS3 model, green, heater, sunroof, moderate mileage; £535.—312, Earl's Court Rd., London, S.W.3, Fremantle 8401. [C4056]

OVERSEAS CARS, Ltd., offer:—

1952 Austin A40 saloon, beige/hide, fitted heater; £595.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3, Kensington 7475. [C3051]

AUSTIN A40 saloon 1953, blue, guaranteed 11,500 A miles, sliding roof, heater, etc., as new; £625.—Tel. Leek 436, office hours. [8228]

AUSTIN A40

C.M.I. CAR SALES (Pri. 6623) offer:—

1954 Austin Somerset saloon, blue, hide upholstery, sliding roof, heater, 8,000 miles, taxed year; £665. [C1051]
THREE months' guarantee; terms; list on application.
H. A. SAUNDERS, Ltd., Golders Green, offer:—

1949 A40 Devon saloon, black/red leather, well maintained, highly recommended; £395.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (ten lines). [C4004]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1949 Austin A40, excellent condition throughout, one owner, taxed; £485.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4009]

AUSTIN A40 1954, 8,000 miles, black, heater, seat covers; £665.—Tel. Ravensbourne 5486. [8839]
1954 A40, heater, hide upholstery, sunroof, 3,000 miles, £695, as new.—Tel. Sil, 3963. [8505]
1952 Austin A40 Somerset saloon, grey, heater, loose covers, taxed, one owner; £595.—Below.

1949 Austin A40 Devon saloon, green, one owner, taxed; £425.—Hale Motors, Ltd., Tot. 7771/1e. [C2077]

£495—Austin A40 saloon 1951, black, leather upholstery, heater, thoroughly recommended car.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2, Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2005]

1948 (August) Austin A40 Somerset coupe, sky blue, 11,000 miles, one owner, heater, practically as new; £645; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3, Primrose 17. [C3026]

1951 (Nov.) A40 sal., ex. con., steering col. change; heater; £525.—Galvin, 56, Queensway, W.2, Bay 5864. [8774]

1952 A40 sports, in first-class condition throughout, H.M.V. radio, loose covers, and many other extras; £555.—Below.
 (Sept.) A40 drop head, 5,000 miles only, green, with wing mirrors and spot lamp, as new; £650.—Tel. Pal. 1441 day, Lab. 2953 evening. [8622]

1951 (July) A40 saloon, black, brown, outstanding condition; £545.—H. C. Paul, Ltd., 32, Bruton Place, W.1, Mayfair 0821/2. [C3040]

1954 Austin A40 pickup, few hundred miles only, fitted heater, definitely as new; £495; seen, London area.—Bury St. Edmunds 170. [8632]

1953 Austin A40 pickup, black, heater, 19,000, immaculate; £635; seen, London area.—Suffolk Motors, Ltd., Bury St. Edmunds, Tel. 170. [8632]

1951 Devon saloon, sliding roof, bottle green, brown hide, radio, heater, one owner, superb condition; £550.—Robbins, East Putney, Tel. 7881. [C3040]

1953 model Somerset, in immaculate condition; £555; hire purchase and part exchange; ex. con.—Herbert & Mills, Church Rd., Ashford, Middx, Tel. 2960. [C3035]

1953 (August) A40 coupe, heater, 14,000 miles, one owner, Tolworth, Elmbridge 1012. [C3040]

£399—1949 Austin A40 saloon, black, beige leather, heater, mechanically and body good throughout, guaranteed.—Kings Motors, 1, High St., Hounslow Tel. 3532. [C4081]

1953 Austin A40, black, 4-door saloon, in showroom condition throughout; sun roof, leather upholstery; heater, overriders, private owner; £630.—Replies to Box 8028. [8617]

1952 Austin Somerset saloon, green, radio, heater and covers, excellent condition, low mileage, one owner; £595.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

1954 Austin A40 drop head, green, mileage 6,000, white valied tyres, Ace Rimblishers, as brand new £740.—Buntings Motor Exchange, Harrow, Tel. Harrow 6225. [8719]

HILLWOOD MOTORS—Austin A40 Somerset saloon, 1952, beige, brown leather, fitted heater, seat covers, ex. con.; excellent value at only £550.—Mill Hill 4232; open 9-8 Mon.-Sat. [8616]

ARCHIE SIMONS & Co., Ltd.—1953 (Dec.) Austin A40 Somerset saloon, sun roof, colour cream, red hide upholstery, taxed, 7,000 miles, virtually as new; £645.—91 Gt. Portland St., W.1, Lan 1343. [C4013]

675—Austin A40, April 1954, Somerset convertible coupe, Romney blue, leather, heater, one owner, 3,300 miles, spare unused, brand new condition; terms, exchanges.—Rowland Smith, below.

575—Austin A40, October 1952, Somerset de luxe meter read, 17,000, spare wheel, sliding head, leather, heater, loose covers, small mileage, carefully used; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

1954 Austin A40 Somerset drop head foursome coupe, silver grey, 1,900 miles, Ace Rimblishers, heater, leather, whole car as new; £740.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C4013]

TANKARD & SMITH, Ltd., offer 1952 Austin A40 sports coupe finished in grey with grey leather upholstery, excellent condition throughout; £550; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3, Flaxman 4901. [C4004]

£555—1951 Austin A40 de luxe saloon, extras include leather, heater, sunshine roof, personally used and owned by our Director's wife, speedometer reads 17,000, spare wheel unused, whole car immaculate, 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12, Finchley 6221 (East Finchley Underground). [C2052]

JACK ROSE, Ltd., offer 1953 (September) A40 Somerset coupe, one owner, 11,000 miles, radio and heater, as new, £645; also 1954 A40 Somerset saloon, as brand new, 7,800 miles, sunroof and heater, in black, £675.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. [C3056]

PRIDE & CLARKE, Ltd.—1954 Austin A40 saloon, grey/blue leather, 3,000 miles, heater, £669; 1953 black/beige, 18,000, mile heater, £579; 1952 grey/beige, heater, radio choice two from £549; three months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9, Brixton 6251. [C3069]

Austin A10 Cars Wanted

C

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—Stanhope House, 320, Euston Rd., N.W.1, Euston 1212. [0957/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

H. A. SAUNDERS, Ltd., Golders Green, require
 AUSTIN A40 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011. (Ten Lines.) [W4004]

ALMOST new A40 required at once.—54, Streatham Hill, S.W.2, Tulse Hill 2676. [8904]

AUSTIN A40 buyers.—Motors (London), Ltd., Gt. North Rd., E. Finchley Station, N.2, Tudor 2301-2. [W3018]

25 Austin A40 saloons wanted; why accept less for your A40 saloon or Countryman when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2, Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2005]

AUSTIN TWELVE

1947 Austin 12 saloon de luxe, black, trimmed brown leather; £365; terms, exchanges.—A. E. Palmer Motors, Ltd., Luton 4212. [8904]

1946 (Oct.) 12hp saloon de luxe, black, blue hide, radio and heater; £365.—Robbins, East Putney, Tel. 7881. [C3010]

AUSTIN 1932 12-6, wood mechanical condition, shabby appearance, excellent tyres; nearest £35.—Worthington, Vale Lodge, Colnbrook. [8567]

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

AUSTIN SIXTEEN

MEBES & MEBES, Ltd. (est. 1893) offer:—
 series Austin 16hp saloon, black, brown hide upholstery, Rimblishers, heater, moderate mileage, two owners, excellent; £435.—The Broadway, Mill Hill, N.W.7, Tel. Mil. 2040. [C3012]

HENDON CENTRAL GARAGE, Ltd., offer:—
1948 Austin 16 saloon, new tyres, taxed, one owner; £390.—Watford Way, Hendon Central, N.W.4, Tel. Hendon 2044-5. [C2053]

HEARSE!! £1,150. A selection from this price now on view; attention address!!
L.P.E. AND SAUNDERS, the COACHBUILDERS, Ltd., A Station Approach, Kew Gardens, Phone Richmond 1161. [8642]

1948 Austin 16, excellent condition; £435.—Jack Foster (Autos), Ltd., 395, Hendon Way, N.W.4, Hendon 1423-4. [C2053]

1947 (regd. Dec. '46) Austin 16 saloon, very nice order, 100% mechanical condition, 4 new tyres, 3 months' guarantee; £325.
 C. End Road, N.3, Finchley 6236 (3 lines). [C1061]

1948 Austin 16 sun saloon, faultless condition, £425.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, King 8104. [C2053]

A. Z. MOTORS offer 1947 Austin 16, engine just reconditioned, exceptional value; £350!!—100, Palmerston Rd., N.W.6, Mal. 4723. [C1011]

1948 Austin 16 de luxe saloon, finished black, brown leather interior, one owner; £365; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8403]

1946 Austin 16 saloon, black, brown leather, H.M.V. radio, exceptionally good condition; £345; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. [C3026]

1948 (September) Austin 16 saloon, private property manager of large transport fleet, really faultless; £435.—Clarke & Simpson, Ltd., 49, Sloane Sq., London, S.W.1, Tel. Sloane 4727. [C1048]

LIMOUSINE Hirecars, 1951/52, forward occasional, L brown leather, nominal mileages, desirable condition, black, several available, competitive prices.
1100 ward occasional, leather throughout, black, new condition.—Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Sixteen Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require
 AUSTIN 16 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011. (Ten Lines.) [W4004]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hamstead (Tube), N.W.3, Ham. 6041. [W4018/R]

HIRECAR 1949/51/53 Limousines urgently required, cash waiting. Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN A70 & A90

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—
1949 Austin A90 convertible, leather and heater; £465.
W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. [C3042]

THE CAR MART, Ltd.

LONDON distributors.

1954 Austin A70 Hereford saloon, sliding head, heater; £815.—Tel. Mayfair 5011. [C1039]
PHILIP RICKARDS, Ltd., offer:—

1950 (Nov.) Austin A70, grey, sun roof, heater, 23,000 miles; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1, Grosvenor 4772-3. [C3051]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90
HENDON CENTRAL GARAGE, Ltd., offer:—
1951 Austin A70 saloon, radio, heater, taxed year; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)
H. A. SAUNDERS, Ltd., Golders Green, offer:—
1953 (Feb.) Austin A70 saloon, one owner, black/brown hide, radio, heater, fog lamp, reverse lamp, very highly recommended; £625.
1952 (Aug.) Austin A70 saloon, one owner, grey/blue hide, heater, immaculate, well maintained; £560.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)
WILL SHORT, Ltd., Winchester (Tel. 2399), offer:—

1953 Austin A70 saloon, black/brown, heater, one owner, 3 months' guarantee; £675. (B612)
1951 A90 electric convertible; £490, payments.—Oldfield, 366, Kensington High St., W.14. (C3029)

1952 (Oct.) Austin A70, 1 owner, green, heater, 18,000 miles, excellent.—Tickford, Ltd. (C3029)
Temple Bar 3538. (C3029)

1950 series Austin A90 convertible, black, genuinely immaculate throughout, privately owned, £500.—Box 8025. (B798)

A90 automatic coupe, 1950/51, one owner, dark green, wireless, heater; £500.—Gotha, 31, Knighton Rd., Leicester. (B520)

1952 Austin A70 convertible, black, green interior, with specially conchilli 8-seater shooting brake body, finished in silver grey metallic cellulose and natural wood, this vehicle was first registered in February, 1952, after being built in accordance with chassis maintained since new, it is in magnificent general and mechanical condition, special fittings include latest type Ekko radio, two fog lights, two roof racks, five nearly new heavy duty tyres, two ash trays, heater, fan, cocktail cabinet, picnic tables, Bedford roof loose covers to all seats, arm rests, etc., probably the only vehicle of its kind and class in the country; now offered at £1,695; part exchange and deferred terms arranged.—H. F. Edwards, 28/32, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (C2001)

A & S Limousines, 1951, Long wheelbase, partition, forward occasional, original private owner, selection, competitive prices. (C1006)

LIMOUSINE, 1952, Long wheelbase, extra wide occasional, genuine mileage 5,000, black, immaculate—A. Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin A70 and A90 Cars Wanted
C THE CAR MART, Ltd., London distributors, wish to purchase Austin A70 and A90 cars.—16, Uxbridge Rd., Ealing, W.5. Ealing 6600. (C533/R)
H. A. SAUNDERS, Ltd., Golders Green, require

AUSTIN A70, Austin A90 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (Ten Lines). (W4004)

ALMOST new A70 required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

A90 convertible wanted, 1950-1 power operated, must be genuine low mileage and privately owned.—Tel. Birmingham South 3018, or write John Smith, 41, St. Agnes Rd., Birmingham, 13. (B751)

AUSTIN EIGHTEEN
£350—1938 Austin 18 7-seater, black, very good condition, fitted oil Fram.—R. Worley, Ltd., Hamilton Road Garage, High Wycombe, Bucks. Tel. 514. (B396)

Austin Eighteen Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

1938 39 private 7-seater Limousines, also Windsor Saloons, urgently required, cash waiting. Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (W1006)

AUSTIN TWENTY
AUSTIN 20 7-seater limousine, excellent all-round condition; £1,000.—East 3289. (B704)

Austin Twenty Cars Wanted
1937 25 Limousines wanted, good condition essential, cash waiting, Alpe & Saunders, Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. (W1006)

AUSTIN A125 & A135
RUSSELL MOTORS offer:—

1949 Austin Sheerline, 26,000 miles only, supplied new by us and regularly serviced throughout its life, black and beige hide, a really exceptional example.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C3060)
1949 Austin Sheerline, black, immaculate; £545. (B739)

STARNES MOTORS, 105, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. (B739)

AUSTIN A125 & A135
HEARSES!!! £1,150. A selection from this price; attention address:—
ALPE and SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens. Phone Richmond 1161. £1,250.

GORDON CARS (LONDON), Ltd.—1953 Austin Sheerline saloon, excellent condition; £985.

1952 Austin Princess saloon, grey, 15,000 miles; £1,250.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. (C2023)

1954 (July) Austin Sheerline, 385 miles; only £1,495.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

G & M ALFRED'S (1936), Ltd.—1953 Austin Princess saloon, superb order throughout. 6-7, Warren St., W.1 Euston 3268. (C1005)

JACK ROSE, Ltd., offer: 1953 Sheerline saloon, in grey, radio and heater, loose covers, low mileage; £1,025.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

12000 miles only.—1952 Austin Princess saloon; radio, heater; £1,295.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2. (Adj. Leicester Square Tube Station.) Temple Bar 3588. (C1027)

1949 Austin Sheerline in black, total mileage only 18,000 odd with a brand new engine, fitted 6,000 miles ago, through frost fracture; this car is in brand new condition throughout and represents undoubted value at £595, terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26338. (B788)

UNUSUAL attraction!! Austin A125 chassis, fitted with specially conchilli 8-seater shooting brake body, finished in silver grey metallic cellulose and natural wood, this vehicle was first registered in February, 1952, after being built in accordance with chassis maintained since new, it is in magnificent general and mechanical condition, special fittings include latest type Ekko radio, two fog lights, two roof racks, five nearly new heavy duty tyres, two ash trays, heater, fan, cocktail cabinet, picnic tables, Bedford roof loose covers to all seats, arm rests, etc., probably the only vehicle of its kind and class in the country; now offered at £1,695; part exchange and deferred terms arranged.—H. F. Edwards, 28/32, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (C2001)

A & S Limousines, 1951, Long wheelbase, partition, forward occasional, original private owner, selection, competitive prices. (C1006)

LIMOUSINE, 1952, Long wheelbase, extra wide occasional, genuine mileage 5,000, black, immaculate—A. Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Austin A125 and A135 Cars Wanted
C THE CAR MART, Ltd., London distributors, wish to purchase Austin A125 and A135 cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (C352/R)
H. A. SAUNDERS, Ltd., Golders Green, require

AUSTIN A125, Austin A135 cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (Ten Lines). (W4004)

TOP prices paid for Sheerline Limousines.—Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. (B236)

REQUIRED, really good Austin Sheerline or Princess, 6-7, Warren St., W.1. Euston 3268. (C1005)

7-SEATER 1951/2/3 Sheerline partitioned Limousine required, cash waiting, Alpe & Saunders Ltd. 2 Providence Court, North Audley St. Mayfair-2941. (W1006)

WANTED, Austin F.L.1 hire car or Austin F.X.3 taxi.—Wheatley, Mill Lane, York. Tel. 252. (B710)

Austin Miscellaneous Cars Wanted
R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CHAIN OF EALING require used Austins, Sheerline, Perivale 4404. (W1045)

ARSTON MOTOR Co., for your Austin, Tel. Sta. 2000, Seven Sisters Rd., Tottenham, N.15 (0598/R)

WEYBRIGHT AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 235. (0541/R)

Austin Spares and Service
FOR Austin, Wimbledon for everything Austin, spares pre-war and post-war; exchange units from stock: Saturdays till 6 p.m.; night spares service available.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wtm 0123. (0414/R)

NORMAND, Ltd., 405-9, King St., W.G. Riv. 3665. (0336)

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.G. Riv. 3665. (0336)

THE CAR MART, Ltd.

LONDON distributors: spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welch Harp, Edgeware Rd., N.W.9. (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9. (Ealing 6600), and 382, Streatham High Rd., S.W.16 (Streatham 0054). (0103/R)

C AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211 (0271/R)

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston-on-Thames Kingston 3151-4. (0916/R)

AUSTIN genuine spares and specialist service in the West End.

MORRIS & Co., Cleveland Garage, Cleveland St., Tel. Mus. 1932. (0500/R)

FAIRLEY'S (Reg Phillips) are first choice for all Austin spares, '32-'49 by return post.—John St., Sheffield, 22876. (4833)

Austin Spares and Service
AUSTIN spares, any year, any part: largest stockists in U.K.; exchange units.—Try Northwood's first—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. (0729/R)

AUSTIN 7 spares.—Largest stockists, lowest prices: exchange units, crankshafts, blocks, dynamos, etc., s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3290/3769. (0488/R)

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford. Feltham, Midd. Tel. Feltham 4274/5. (0399/R)

REPAIRS, reasonable prices! Reconditioned guaranteed 7, 10, 12 gear boxes, shock absorbers, engines; all types repaired, quotations free, gears, parts, cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. (10040)

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock: exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock: repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. (0184/R)

AUSTIN-HEALEY
L. L. WARD, Ltd.

1953 (Sept.) Austin-Healey 100, dark blue, under 6,000 miles, extremely clean car.—L. F. Ward, Ltd., Orange Rd. Garage, Orange Rd., Thornton Heath 3347. (C4043)

BRADSTOCK MOTORS, Ltd.

1953 Austin-Healey, blue, low mileage, overdrive; £835.—Chase Rd., Epsom. Tel. 5696. (C1090)

CHIPSTEAD MOTORS, Ltd., offer:—

1954 model Austin-Healey red, black leather, one owner, heater, overdrive, immaculate; offers. CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/1154. (C1046)

DUNCAN HAMILTON & Co. offer:—

1954 model Austin-Healey 4,000 miles, red with heater, overdrive, etc., immaculate; £975.—33, High Rd., Byfleet, Surrey. Byfleet 3101 day and night. (C1091)

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (May) Austin-Healey, blue, 1,700 miles, quite as new, recommended without reserve; £925.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (ten lines). (C4004)

ACRES offer 1954 Austin-Healey, 6,000 miles only, S.W.4. Tel. Macaulay 2211-2. (C1002)

1954 (March) Austin-Healey, green, 3,000 miles; 1965.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. (C4061)

BARTLETT—Austin-Healey 1954, very special drop head by Tickfords, full Le Mans specifications, many extras, 3,000 miles.—27a, Pembroke Villas, W.11. Bay 0523.

G & M ALFRED'S (1936), Ltd.—1953 (October) Austin-Healey 2-seater, heater, overdrive, 1954 improvements, 3,000 miles only; £935.—6-7, Warren St., W.1. Euston 3268. (C1005)

AUSTIN-HEALEY (Sept.) 1953, metallic blue with navy blue upholstery, 9,000 miles, fitted Le Mans type engine, twin pumps and spare coil, polished Al-Fin drum, leather dash and facia, extra instruments, reverse light, special steering wheel, not used in competitions, whole car in superior condition; £925. H.P. and part exchange.

H. R. MARTINDALE, Ltd., Harrison St., Brigsteed, Leeds, 1. Tel. 2014. (B897)

Austin-Healey Cars Wanted
H. A. SAUNDERS, Ltd., Golders Green, require

AUSTIN-HEALEY cars for cash.

AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011. (Ten Lines). (W4004)

REQUIRED, an excellent Austin-Healey.—Coburn & Harley House, London, N.W.1. (W1066)

Austin-Healey Spares and Service
FOR specialised Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd., Le Mans tuning kits and high-compression pistons available.—Address: Donald Healey Motor Co., Ltd., Warwick.

BENTLEY (3), 4½-litre and New 4½-litre)

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). (C1082)

TAYLOR & CRAWLEY, offer:—

1953 Bentley R Type saloon, 18,000 miles, absolutely immaculate; £3,495.

1952 Bentley R Type saloon, 32,000 miles, beautifully kept, most attractive dual colour scheme; £3,095.

1949 (January) Bentley Mark VI P.S.C. saloon, most beautifully kept; £1,695.

42A, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. (C4056)

SWANMORE GARAGE, Ltd., offer

1950 Bentley 4½ Mk. VI by Hooper; £2,595.

1950 Bentley 4½ Mk. VI, steel saloon; £2,265.

1948 Bentley 4½ Park Ward foursome drop head; £2,365.

1935 Bentley 3½ Park Ward saloon, radio; £545.

EXCHANGES a pleasure. Tel. Southbourne 43344.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe East. (C4024)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4½-litre and New 4½-litre)

JACK
OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer from their selection of used Bentley cars:—
1953 4½-litre standard saloon with automatic gear box, velvet green with grey leather, one owner, 7,000 miles; £4,250.
1953 4½-litre standard saloon, large boot, dual gear with grey hide, one owner, upholstery covers, 24,000 miles; £3,550.
1953 4½-litre standard saloon, large boot, metallic pale fawn and black with beige leather, one owner, 25,500 miles; £3,550.
1953 4½-litre standard saloon, large boot, Tudor grey with grey leather, one owner, 42,600 miles; £3,250.
1952 4½-litre standard saloon, large boot, Tudor grey with grey leather, 22,000 miles; £3,250.
1951 4½-litre standard saloon, black with beige leather, 27,600 miles, one owner; £2,550.
1950 4½-litre H. J. Mulliner saloon, black with brown leather, one owner; £2,575.
1949 4½-litre 2-door Countryman saloon, grey; 25,500 miles; £3,550.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242.
RIPPON.
RIPPON.
RIPPON BROS., Ltd.

The Northern Bentley specialists, offer the following cars, in first-class condition:—
1952 (October) Bentley standard steel saloon, big bore, big boot, velvet green, red leather, loose covers, immaculate condition, mileage 16,000; £3,500.
1950 (June) Bentley standard steel saloon, velvet green, tan leather, condition as new, mileage 33,000; £2,550.
 For further details apply to:—

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also at Bradford, Leeds and Sheffield. (0906/R)
H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1953 Standard steel saloon, finished in two-tone green with grey hide, automatic transmission; £4,350.
1952 Hooper wide body sports saloon with curved windscreen, finished in black with beige hide to the front and beige cloth to the rear, 10,000 miles only; £5,150.
1952 Standard steel saloon, large boot, black with tan hide; £3,500.
1952 Standard steel saloon, 4½-litre, black with 2½ maroon hide, 23,000 miles, immaculate, one owner; £2,950.
1951 Standard steel saloon, 4½-litre, duo-grey with light blue hide, 25,000 miles, immaculate; £2,750.
1950 Standard steel saloon, black and primrose with tan hide; £2,450.
1948 Standard steel saloon, grey with brown hide; £1,775.

We are interested in the purchase of Bentley cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C3032)

MANN EGERTON & Co., Ltd.

1951 Bentley steel saloon, midnight blue, beige leather, 26,000 miles; £2,650.
1950 Bentley H. J. Mulliner saloon, grey with dark green leather upholstery, 44,000 miles; £2,650.

MANN EGERTON & Co., Ltd.

14 Berkeley St., W.1. Hyde Park 2073. (C2006)

EVANS & O'MALLEY, offer:—

1938 (Dec.) Bentley 4½-litre saloon by Park Ward, finished black with red hide upholstery, fitted with modified 17in wheels, heater, sun roof, exceptional condition throughout; £575.

1935 Bentley 3½-litre saloon by Park Ward, finished metallic grey and red hide upholstery; this car is well above average throughout; £595.

L. OWEN'S Square, Knightsbridge, S.W.1. Sloane 1553 and 1709. (B416)

MASCOT MOTORS, Ltd., offer:—

1937 4½-litre Owen sedan coupe; £750.

1937 4½-litre Vanden Plas sports saloon; £750.

1935 3½-litre Hooper fourseater drop head coupe; £595.

1935 3½-litre Mann Egerton sports saloon; £595.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. (C3007)

CHIPSTEAD MOTORS, Ltd., offer:—

1935 3½ Park Ward sports saloon, black and brown leather, discs, in excellent condition, 2 owners only; bargain; £485.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

CREST OF BOURNEMOUTH, offer:—

1948 Bentley 4½ saloon by Freestone & Webb, one titled owner, immaculate condition; £2,350.

1940 Bentley 4½ overdrive full razor-edge saloon by Park Ward, winner of several Concours d'Elegance, recent engine overhaul by makers, H.M.V. radio, painted grey, with grey hide upholstery; £1,265.

1939 Bentley 4½ overdrive by James Youngs 2-door saloon, radio and heater; £1,175.

1937 Bentley Park Ward saloon, excellent history, black and cream; £785.

1934 Bentley Park Ward saloon, radio and heater; £485.

STAGSDEN Garage, 14, Westcliff Rd., Bournemouth 7160. (C4080)

£625—1936/4 Bentley 4½ Park Ward saloon, black leather, taxed, Rogers Garages, 22, Chiswick High Rd., W.4. Chit. 6790. (C3054)

BENTLEY (3½, 4½-litre and New 4½-litre)

H. A. SAUNDERS, Ltd., of Worcester.
1949 Bentley Mk. VI standard steel saloon, midnight blue with blue upholstery, fitted radio and heater, history available, specimen car; £1,875. (C4005)
AUSTIN House, Worcester. Tel. 2368.

SANDERSON & HOLMES, Ltd., Derby.

The official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent. Derby 4771-6. (C4073)

GUY SALMON AUTOMOBILES offer:—

1950 Bentley Mark VI standard steel saloon, olive green/beige leather, 28,000 miles only, superb condition throughout; £2,400.

1948 Bentley Mark VI, fitted H. J. Mulliner 4-door sports saloon, 18,000 miles only from new, one owner, metallic grey, grey leather; £2,550. Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

KENNINGS, Ltd., Leadmill Rd., Sheffield. 1.

BENTLEY 4½-litre standard sports saloon, June, 1947, black with red hide upholstery, radio, windscreen washer, sliding roof, heater and demister; £1,675.

BENTLEY 4½-litre standard sports saloon, Oct., 1949, black with brown hide upholstery, radio, windscreen washer, sliding roof, heater and demister; £1,950.

BENTLEY 4½-litre standard sports saloon, June, 1950, black, tan, brown, hide upholstery, radio, windscreen washer, sliding roof, heater and demister; £2,250.

BENTLEY 4½-litre standard sports saloon, Sept., 1950, grey with silver hide upholstery, one owner, 15,000 miles only, radio, windscreen washer, sliding roof, heater and demister; £2,500.

BENTLEY 4½-litre standard sports saloon, April, 1953, big boot, polychromatic grey with maroon hide upholstery, radio, windscreen washer, sliding roof, heater and demister, 15,000 miles; £3,500.

COMPREHENSIVE guarantee; hire purchase and part exchange.

KENNINGS, Ltd., Leadmill Rd., Sheffield. 1. Tel. 26451. (B818)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1935 Bentley 3½-litre sports saloon; £500.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. (C1057)

ACRES offer 1934 Bentley, metallic blue, very good condition; £425.

ACRES AUTOS, Ltd., 10 and 11, Ascot Parade, S.W.4, Tel. Macclesfield 2211-2. (C3023)

1950 (May) Bentley Mk. VI 4½-litre standard steel saloon, 61,000 miles; £1,975.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4466. (C3023)

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—
1951 Bentley Mk. VI saloon, black, one owner, chauffeur maintained; £2,475.

1949 Bentley Mk. VI drop head fourseater coupe by Park Ward, most attractive car; £2,450.

1947 Bentley Mk. VI saloon, recently fitted replacement engine with full-flow oil filter; £1,835.

All the above cars have had a comprehensive check over and are fully guaranteed.

PART exchange and hire purchase arranged.

SHOWROOMS:—18, Berkeley St., W.1. Mayfair 6266.

SERVICE:—Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C4010)

1936 Bentley 4½-litre Bentley Thrupp and Maberly saloon, metallic green finish, taxed, leather upholstery; £650.

NORTHBROOK MOTORS, Ltd., Rolls-Royce and Bentley repairers, Tel. Paddington 2403/4. (B815)

1940 Bentley 4½ overdrive Park Ward razor-edge black saloon, radio; £1,250.—A. F. L. Gidea Close Gidea Park, Essex. (B505)

1935 Bentley 3½ saloon, works reconditioned, only wants seeing; £585 or nearest offer, or exchange open sports car.—Uxbridge 2062. (B659)

1952 Bentley, velvet green, 30,000 miles only, indisputably new; £2,600.—H. C. Faul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C3040)

£750—4½-litre Bentley saloon, £500 spent at makers, full service history, photo.—Lawton Goodman, 135, Cricklewood Broadway, N.W.2. (C2022)

1951 Bentley standard saloon, green, one owner, just returned from Bentley overhaul, H.M.V. radio, as new; £3,000.—Tickford, Ltd., Temple Bar 3338. (C4029)

1936 (late) 3½-litre Bentley Park Ward fourseater drop head coupe, in exceptional condition throughout; £745.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877. (C2042)

1936 Bentley 4½ sports saloon, exceptional condition with radio and heater, taxed; £675. Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7008. (C2019)

1953 (Oct.) Bentley standard saloon, large boot, two shades of grey with grey hide upholstery, one owner, mileage 8,000, new Fort Dunlop tyres just fitted, the whole car in new condition; £3,685.

1949 Bentley standard saloon, finished black and grey, mileage 45,000, regularly serviced by us and modifications carried out, engine has just been dismantled and new pistons fitted, an exceptionally fine car both mechanically and externally; £1,985.

CATTLE'S Church Gate, Leicester. Tel. 65251. (B606)

1952 Bentley Mark VI (big bore), registered Nov., 1951, finished in grey, one owner, 57,000 miles; £2,450.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4368. (C1050/1)

1952 Bentley, special colour scheme 2-tone beige, bench seat, chrome trim, discs, 24,000 miles only; this car must be seen as description belies its condition; £2,950.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821. (C3040/1)

XXX 1950 (July) Bentley Mark VI standard steel saloon, an outstanding and immaculate one owner car, black and chromium with fawn leather, heater, radio, sliding roof; service history available; must be seen to be appreciated; £2,275; terms of exchange; H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2003)

BENTLEY (3½, 4½-litre and New 4½-litre)

BENTLEY Mark VI 4½-litre (big bore), first registered May, 1952, finish black with brown leather, 30,000 miles only, immaculate; £2,750.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

1949 Bentley Mark VI, with unorthodox close ratio gear box, one owner, 26,000 miles only, full history, outstanding car; £1,550.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050/2)

1947 (Oct.) 4½-litre Bentley Mark VI standard saloon, finished duo green with tan interior, new tyres throughout, taxed, thoroughly recommended; £1,685.—Peppers Garages, Ltd., Grosvenor Garage, London Rd., Newcastle, Staffs. Tel. 66207. (B599)

895 Bentley Sept., 1950, 4½-litre Park Ward 4-door sports saloon, black, sliding head, brown hide, overdrive, H.M.V. radio, screen washers, A.C. discs, carefully used—terms, exchanges, list; open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

To anyone seeking a thoroughbred pedigree motor car which has been chauffeur maintained and done very small mileage since new, regularly sprayed with penetrating oil, serviced often and greased thoroughly, under chassis, and is an outstanding example also for ever; this is a genuine pride of ownership, beautiful sportsman's car, genuine, honest car, honest bargain, £425, cash or terms; 300 miles trial; also photo of genuine shoulder. Clarendon Rd., Chester, 21. Tel. Chorlton 1288. (B652)

BENTLEY (PRE 1931)
 PERFORMANCE CARS.—Good selection always available; written guarantee.—See under Sports Cars. (C3041/R)

Bentley Cars Wanted

C

M

THE CAR MART, Ltd., Official Retailers, wish to purchase Bentley cars.—Stanhope House, 320, Euston Rd., N.W.1. Euston 1212. (0959/R)

ROWLAND SMITH'S, the Car Buyer—Highest cash prices for Bentley—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

JACK

OLDING & Co. (MOTORS), Ltd., official retailers, used Bentley good selection.—Audley House, North Audley St., W.1. Mayfair 5242. (C3050)

H. A. SAUNDERS, Ltd., Golders Green, require:—

BENTLEY cars all models for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). (W4004)

BENTLEY 1935-9 required by private user; full details and history.—Box 9029. (B801)

BENTLEY buyers.—Motorists (London), Ltd., 64, North Rd., E. Finchley Station, N.2. Tudor 2301-2. (W3018)

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. (0540/R)

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4½-litre Bentley—71, Broad St., Midland 2437. (0557/R)

XXX H. F. Edwards offer immediate cash for good Bentley—28/30, Upper Eikh St., Epsom, Surrey. Tel. Epsom 5400. (W2064)

WE will buy or part exchange your Bentley for a new one.—Lokham's Rolls-Royce & Bentley Showroom, Fishergate, Preston, Tel. 4245. (W2064)

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, West St., Crystal Palace, S.E.19. Livingstone 3562. (0062/R)

TAYLOR & CRAWLEY will buy low-mileage, pre-war and Mark VI Bentleys at attractive cash prices.—42A, St. Audley St. (entrance Adams Row), Mayfair. W.1. Gro. 6881. (C4036)

JACK

Bentley Spares and Service

OLDING & Co. (MOTORS), Ltd., official Bentley service, overhauls and renovations.—84-90, Holland Park Ave., Kensington, Park 5077.

SERVICE reception in Mayfair 18, Providence Court, North Audley St., Mayfair 5242. (C3050)

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Bentley cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. CW Chelsea Embankment, near Battersea Bridge, Flaxman 2223. (S1082/R)

CHARLES FOLLETT, Ltd., officially appointed repairers and retailers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0593/R)

A Bentleys; full repair service at most favourable prices.—Compton, 69 West St., Crystal Palace, Tel. Livingstone 3562. (0490/R)

B.M.W. Cars Wanted

WANTED B.M.W. Type 326, mechanical condition immaterial, but must have sound body and interior.—Tel. Canterbury 4285. Enterprise Garage, Sturry Rd., Canterbury. (B824)

ROWLAND SMITH'S, the Car Buyer—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled; exchanges.—Stockwell Rd., S.W.9. Brixton 6251. (0543/R)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar spares, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.

RAYMOND WAY OF KILBURN

1097 R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

L. P. WARD, Ltd.
1949 Bristol 400 saloon, radio, heater, one owner, very clean car.—L. P. Ward, Ltd., Grange Rd. Garage, Grange Rd. Thornton Heath 3347. [C4043]
BROOKLANDS: individuality, new and used cars
1951 Bristol 401 saloon, radio, heater, colour leather grey.
BUY or sell with confidence; open 9 until 7.
103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]
CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:
1954 Bristol 403 saloon, finished maroon, grey leather, fitted radio, few days old, works mileage only, over £500 under list, car as new throughout. £2,695. [C1001]
1949 Bristol Type 400 saloon, one owner, fitted 85c engine, radio and heater, as new; £965.
GROSVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2850. [C2076]
BRISTOL 403, 2,040 miles, radio, heater, window washers, rubber mats, spot lamp, etc.; £2,300.
BRISTOL 401, 1951, every modification, as new; £1,375.—John Alcock, Walley St., Biddulph, Stoke-on-Trent, Biddulph 3174. [6712]
UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80 Piccadilly, W.1. Grosvenor 4141. [C1018/R]
1953 (July) 403 with Ekco radio, 15,000 miles only, passed by factory; £2,285 o.n.o.—Wray Park Garages, Ltd., Heigate 2263. [6634]
1954 Bristol 404 sports coupe; cost price with extras over £3,600; unique opportunity to acquire well-serviced used example of this model which will continue unaltered next year; £3,100.
A expert advice in service
ANTHONY CROOK MOTORS, Ltd., Leading Bristol Distributors, Caterham Hill, Surrey. Tel. 225. [C1063]
1954 Bristol 403 saloon, Bristol red/grey hide, under 5,000 miles, one careful owner, fitted Michelin X tyres, immaculate; specially offered at £2,450.—Charles Cruickshank Motors, The Centre, Bristol, 1, Tel. 25280. [8752]
1950 Bristol 401, first registered (Nov.) 1949, grey, pliskin upholstery, fitted heater, radio and loose covers, reconditioned engine fitted within the last 4,000 miles, specimen condition throughout; £1,350.—H. A. Saunders, Ltd., 328-330 Euston Rd., N.W.1. Euston 4511. [C4040]
1952 Bristol Type 401 saloon, leather grey with beige pliskin upholstery, fitted radio, heater, etc., this car is in outstanding condition having been regularly serviced and maintained regardless of cost; price £1,575.—Motor Sales Organisation, Ltd., 30-34, Victoria St., Manchester, 3. Blackfriars 5146. [6682]
BRISTOL—If you're seeking a Bristol 2-litre saloon, used or new, you cannot afford to ignore the Bristol distributors; demonstration 403 available any time; distance no object; part exchanges and conditional terms with pleasure; catalogue by return post.—Charles Cruickshank Motors, The "Bristol" Centre of Bristol, Tel. 25280. [C474/R]

Bristol Cars Wanted

B. J. HUNTER, Ltd., offer—
FOR immediate purchase of your Bristol.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040]
BRISTOL 400 or 401 required, good price paid.—Ross Motors, Regent St., Hinkley, Leics. Tel. 559-9. [7938]
K.D.M. & CHERRINGTON, Ltd., will buy good second-hand Bristol.—8, Albemarle Street, W.1. Gros 5551. [W2054/R]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]
BRITISH SALMOON
20/90 2-seater sports roadster, late 1937, unbelievably modern design, in mint condition throughout, 36,000 miles and full history, active owners club operating, spares plentiful, luxuriously fitted out with every conceivable accessory; see illustrated description No. 80 "Autocar", 17/9/54; £395 or exchange Bentley saloon, similar.—11, Colney Hatch Lane, London, N.10. Tudor 1800. [6687]

B.S.A.

125 cns.—B.S.A. Scout 1937 10hp sports 4-seater, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

B.S.A. Spares and Service

ASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [C1044/R]

BUGATTI

TYPE 57T, £550: terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley 2930. [6628]
TYPE 57 sports 4-seater; £525.—J. Lemon Burton, T. Lonsdale Rd., London, N.W.8. Malda Vale 1331. [0870/R]
TYPE 57 drop head by James Young, undergoing engine overhaul, very carefully used; £450.—Box 7967. [8552]
£100—Type 43 Bugatti 2.3 supercharged Corsca 2-seater alloy wheels, twin spares, engine dismantled, requires one crank pin grinding and re-rolling, consider exchange.—C. Arnold, 8, Homestead Way, Northampton, Tel. 51001. [8809]

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service Lonsdale Rd., Kilburn, N.W.6. Malda Vale 1331. [0071/R]

BUICK

BUICK 1940, steering gear change, excellent condition; £275.—232, Coteoford St., S.W.17. After 6 p.m. [8698]
RHD 1951 Riviera 4-door saloon, specimen car, radio and heater, black, low mileage.—Joe Thompson (Motors) Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

BUICK

SIMPSON'S offer:—
1953 Buick, Fireball V.8 engine, radio, heater, fully equipped, very low mileage.
1951 Buick Riviera coupe, Dynaflow drive, radio and heater, completely equipped all extras, choice of 2, 1 black/white top, other maroon.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. [C4015]
METCALFE & MUNDY, Ltd.
1953 Buick saloon, 9,000 miles every conceivable extra, car literally in new condition in every way.
1950 Buick Super 51 saloon, 4-door, black, Dynaflo drive, 32,000 miles, one owner who has kept the car in immaculate condition, every luxury extra.
METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]
1947 Buick Roadmaster l.h.d. 6-seater convertible coupe, in outstanding condition throughout, in pale blue, a dream to drive, a joy to behold; £750 or £250 down.—Dray Motors, 180-184 West End Lane, N.W.6. Hamstead 6490. [C1024]
A most beautiful July 1940 Buick 4-door saloon that has been in careful hands, late post-war condition throughout, black with maroon trim, tan loose covers, twin Marshall spot lamps, taxed; £350, or near; consider part exchange, terms available.—Tel. Swandean 849.—14, Offington Gdns., Worthing, Sussex. [C4027]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers Wembley 8691/3903. [W4015/R]
JOE THOMPSON (MOTORS), Ltd., require Buicks.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028]
7-PASSENGER, 1938, good condition partitioned limousine required, cash waiting, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair, 2941. [W1006]
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C1034/R]

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [S1041/R]
CADILLAC
1952 Cadillac 75 limousine 7-seater, chauffeur kept, 10,000 miles, super luxury car, enormous interior accommodation; £3,450.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Grosvenor 6881. [C4036]

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers Wembley 8691/3903. [W4015/R]
JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028]
7-SEATER modern partitioned limousine required, cash waiting, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair, 2941. [W1006]
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [C1004/R]

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [C1012/R]

CHEVROLET

SIMPSON'S offer:—
RHD 1948 Chevrolet, all extras, very clean.
1953 Chevrolet, radio, heater, completely equipped with many extras.—Lendrum & Hartman, Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028]
1948 Chevrolet, radio, heater, fitted with all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691-3903. [C4015]
MAYNER MOTORS, Ltd., Chevrolet main dealers.

EARLY delivery of new Bel Air 4-door sedan, with Powerglide transmission and to full luxury specification.
CHEVROLET spares and service: good used cars for sale and wanted.
2-6, Southampton St., Southampton. Tel. 23266-2494. [7595]

1952 Chevrolet 4-door sedan, immaculate; £950.
SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hamstead 2100/8676. [C4006]
1945 Chevrolet grey 4-door saloon, r.h.d., recon. engine; £340 o.n.o.—Tel. Fri. 8550. [8525]

1949 (l.h.d.) Chevrolet Styleline de luxe 2-door, 1-seater, one owner, beautiful condition; £750.—Box 2023. [8796]
1954 Chevrolet Bel Air 4-door saloon, very low mileage, r.h.d.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1952 Chevrolet Styleline, 4-door de luxe saloon, heater, etc., very good condition, 22,000 miles, original owner returning to America; £1,225.—Box 9453. [8556]

A NUMBER of Chevrolets always in stock.—British & Colonial Motors, Ltd. (Distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, London, W.C.2. (Ad. Leicester Square Tube Station). Temple Bar 3588. [C1027]

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers—Wembley 8691/3903. [W4015/R]
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. [W1027/R]

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, Leicester Sq. Tube Stn., W.C.2. Temple Bar 3588. [S1027/R]

Chevrolet Cars Wanted

7-SEATER, 1938/39 good condition 24/28hp, limousines required, cash waiting, Alpe & Saunders, Ltd., Providence Court, North Audley Street, Mayfair, 2941. [W1006]

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.
CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belzize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R]
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.
CHRYSLER distributors spares for all models, exchange reconditioned units in stock.—59-65, Belzize Rd., N.W.6. Mal. 5555-2155. [0405/R]

CITROEN

C. G. NORMAN & CO.
CITROEN Sole Distributors for the County of London Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0758/R]

H. BEART & CO., Ltd. offer:—

1950 Citroen Light 15 saloon de luxe, finished in black, with red upholstery, in very nice condition throughout; £495.—102 London Rd., Kingston-on-Thames, Kingston 5548. [C1081]
CITROEN Light 15, 1948, excellent condition.—Sloane C 5584 except week-ends. [8825]
1937 (Nov. '36) Citroen Super Modern Twelve saloon, much above average condition; £195.
C & W MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]
1947 Citroen 15, grey, red leather, taxed December, recent overhaul; £350.—Mayfair 0131. [C3008]

1938 Citroen Lt. 15, excellent condition; owner going abroad; £190.—Northwood, Middlesex 687. [8827]
£765—1953 (Sept.) Citroen 15 saloon, radio, etc.—Autowork, Ltd., Southgate St., Winchester. [C1010]

1952 Citroen Light 15, first-class car, one owner, S. H. Partridge & Co., Ltd., Motor Agents, Brigham, Tel. 2351. [8549]

1948 Citroen Light 15, grey, taxed, very clean; £435.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

1952 Citroen, black, 8,000 miles, owner going abroad; £650.—Vaughan, Rowan House, East Bergholt, St. Colchester, East Bergholt 280. [7975]

1951 Citroen Light 15 saloon, fine condition, extras, 27,000 miles; £570 or nearest to close estate.—Gatensbury Column Garage, Shrewsbury 7890. [7890]

1953 Citroen 6, 16,000 miles, as new, sun roof, radio, screen washers, seat covers, other extras, new tyres, demonstration London area; Box 8060. [8827]

1951 Citroen Light 15, sunroof, 27,000, superb condition, new tyres, over £85 worth extras and accessories, a really beautiful car; £550; no offers.—Lyons, Gladstone 3344 (London). [8707]

1953 (June) Citroen 6, black, red leather, 13,000 changes, miles, one owner, unusually well kept; £560, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035]

1952 Citroen Light 15 saloon, black, fawn hide, 10,000 miles, showroom condition throughout, taxed year; £575.—Charles Cruickshank Motors, The Centre, Bristol, 1. Tel. 25280. [8753]

CITROEN distributors for sales, service and accessories can be arranged for all models.—Ring Speedwell 9761.—Gordon Cars (London), Ltd., 7/9, Russell Parade, Golders Green, N.W.11. [0011/R]

£395 (June) Citroen Light 15 saloon, an excellent specimen in black with red leather upholstery, built-in heater, etc., very carefully used, recommended and guaranteed moderate total mileage.
CAMDEN MOTORS, Leighton Buzzard 2041. [C1035]

1951 Light 15, registered December, 1950, metallic grey, red leather upholstery, American Chevrolet radio, heater, sunshine roof, maintained by agent throughout, perfect condition; £525 cash.—Write Box 8017. [8645]

1952 (Oct.) Citroen Light 15 saloon, in lime green, genuine mileage only 19,000 odd, new set tyres, just fitted, perfect example; £595; terms, exchanges.—Corner Garage, Gorton St., Blackpool. [8787]

1952 (September) Citroen Light 15 saloon, metallic grey with red leather interior, carefully used, recorded mileage 19,800; £595.—Green & Zola, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028]

295 cns.—Citroen Light 15 (December, 1947) sports saloon, sliding head, leather, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

Citroen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ACE SERVICE STATION (LONDON), Ltd.
A The Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.
NORTH Circular Rd., Stonebridge Park, N.W.10. [W1000/R]
REQUIRED, really good Citroen.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W1000]

CITROEN—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035]

Citroen Spares and Service

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3151-2. [C1017/R]

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242/4, Brompton Rd., S.W.3. Ken. 9464. [W1000/R]

SPARES and Service: 137-143, High Rd., Chiswick, W.4. Chis. 6159 and 47, Montrose Place, Halkin St., E.4. Sloane 5499. [0727/R]

WIDECOME GARAGES, Ltd., Putney Rd., Bath 4863.—Citroen parts, reconditioned drive, trains, 48-hr. service. [9334]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroën Spares and Service
Woodford CAR MART, Essex distributors for Citroën car sales, service and reconditioning. Woodford New Rd., Woodford Green, Essex. Buckhurst 3017. (0200/R)
BOWES ROAD GARAGE & ENGINEERING CO. Ltd.
B. Bowes Rd., N.11 (Bow 2284); specialists on Citroën body repairs and mechanical overhauls swivel joints reconditioned 48-hrs; all spares stocked. (0585/R)

DAIMLER
DICKS.
1938 Daimler 17hp saloon, same as post-war, unrepeatable bargain at £295.
DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)
BOON & PORTER, Ltd.

1939 2½-litre Daimler saloon, £365 renovation cost in 1951, just decarbonised, pre-war in appearance; £345—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. (C1022)
DENHAM'S for Daimler.

ALWAYS a selection of good used cars available.

DENHAM'S GARAGE (ESHER), Ltd. Tel. 3560 Esher, Surrey. (8635)
BOON & PORTER, Ltd.

1939 2½-litre Daimler saloon, in magnificent condition, £365 spent on renovations in 1951, unrepeatable bargain; £345—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. (C1022)
TOM GARNER, Ltd., offer:—

1953 Daimler 2½-litre Consort saloon, black, 9,000 miles only; £1,275.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3255. (C2020)
METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Daimler 18, one titled owner, perfect condition; £600—Metropolitan Motors, Horn Lane, Acton, W.5. Acorn 5064. (C3063)
J. HUNTER, Ltd., offer:—

1947 Daimler 18hp saloon, maintained by makers, just fitted new tyres; £495.

J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Gladstone 6305. (C2040)
H. A. SAUNDERS, Ltd., offer:—

1950 Daimler 2½-litre saloon, Mulliner 6-light, duo brown, brown upholstery, radio, heater; £795.—842, High Rd., N.12. Hillside 5272 (8 lines). (C2027)
STRATSTONE, Ltd., Daimler distributors.

DAIMLER Straight Eight touring limousine, Hooper (1952), blue, cloth; £2,950.

DAIMLER 2½-litre Century saloon (May, 1954), bronze, green leather; 5,000 miles; £1,525.

DAIMLER 2½-litre Conquest saloon (1954), black, red leather; 5,000 miles; £1,350.

DAIMLER 2½-litre Conquest saloon (1953), black, red leather; £1,195.

DAIMLER 2½-litre Consort saloon (Oct., 1950), grey, red leather; £895.

DAIMLER 2½-litre Barker coupe (1950), dual green; £250.

DAIMLER 2½-litre saloon (Sept., 1949), black, brown leather; £725.

DAIMLER 4½-litre enclosed landaulette, 7-seater, special long chassis, face-forward occasional seats; £695.

DAIMLER Straight Eight limousine, 7-seater, face-forward occasional seats; £395.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

DAIMLER Consort saloon, black, immaculate, original tyres, private sale; £875.—Box 8037. (18908)

1952 Daimler Consort saloon, black, one owner, radio, 15,000 miles, as new; £1,045.

RIPCO Ltd., Daimlers purchased; 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052)

1953 Daimler (November) Conquest saloon, black; mileage 6,000 only, as new throughout; £1,195.—Below.

1951 Daimler Consort black, brown leather, immaculate condition; £835.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. (C3040)

1952 Daimler 2½-litre Consort saloon, black, brown leather interior, radio, extras, first registered December, 1951, one owner; £975.

PARKERS, Ltd., 176, Deansgate, Manchester. Deansgate 4507. (8637)

£825!!!—Daimler Consort saloon, 1951, a beautiful one owner car, moderate total mileage, all extras, radio and heater, faultlessly maintained.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open until 8 p.m. (C1035)

1937 Daimler 15hp saloon, in very good condition; £165 o.n.o.—Birdsall, Mapleton, Ashbourne, Derby. (8543)

DAIMLER Conquest, June, 1953, colour black, immaculate condition, fitted heater, one owner, low mileage, price £1,075.—Tel. Doncaster 49360. (8749)

10955—Daimler, late 1953 Conquest saloon, radio, heater, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below.

6955—Daimler, 1950 2½-litre de luxe saloon, black, sliding head, brown leather, heater, one owner, unmarked; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Riverside 6041. (C4018)

£110—Daimler 1935/6 15hp saloon, black, grey interior, taxed, insured August 1953.—Bowes Park 3061. (8665)

DAIMLER Straight 7-seater limousine by Hooper, face forward occasional seats, new tyres, immaculate inside and out; bargain, £265.—Western 5515, London. (6956)

PARKER THOMAS & Co., Castle Rd., Southsea, offer 1953 Daimler Conquest saloon, finished black with brown upholstery, one owner, in first class condition throughout.

FOR further particulars telephone

PORTSMOUTH 74042. (8821)

DAIMLER
1954 (June) Daimler Conquest Century saloon, light green with beige hide, 2,100 miles only, absolutely as new in every respect; £1,540; full details from

STUBBS' Garages, Ltd., High St., Loughborough, Tel. 2225/6. (8556)

1948 (late) Daimler 2½-litre sun saloon, heater, one owner, grey and blue; spotless condition, taxed; £595.—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1973. (C4070)

PARKER THOMAS & Co., Castle Rd., Southsea, offer 1951 Daimler Consort saloon, finished blue with blue upholstery, one owner, 22,000 miles only, complete car as new.

FOR further particulars telephone

PORTSMOUTH 74042. (8820)

£866!!! 1951 2 Daimler Consort de luxe saloon, bodywork like brand new, speedometer reads 15,000, whole vehicle immaculate; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

1951 model Daimler Consort saloon, 7,000 miles; £945.—British & Colonial Motors, Ltd., 13-14, Upper St., Marston, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 3588. (C1027)

1954 (Mar.) Daimler Conquest saloon, black, green upholstery, 2,000 miles, director's car, equal to new; £200 under list; £1,295.—Lovell's Garage, Westgate, Peterborough 2001. (8479)

ARCHIE SIMONS & Co., Ltd.—1952 Daimler Consort saloon, black, perfect, radio and heater, 15,000 miles, one meticulous owner since new; £1,075.—94, St. Portland St., W.1. Lan. 1343. (C4013)

DAIMLER 16.2hp, 4-door sports saloon, 1937, but contemporary styling, original grey/black cellulose, immaculate condition throughout, excellent performance with 27 mpg, an elegant well-maintained car for £250.—37, Parkside Drive, Edgware. Sto. 7073. (8747)

A&S Limousine, 1939/E.L.24, partition, forward occasional seats, black, privately chauffeured, exceptional throughout, immaculate, reasonable cost. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. (C1006)

Daimler Cars Wanted

CHAIN OF EALING

REQUIRE used 2½-litre Daimlers.—Perivale 4404

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CHARLES FOLLETT, Ltd., Official Daimler Agents. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores—Barnsdale Yard, off Eglon Ave., W.9. Cunningham 5936. (W2010)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED, Daimler 7-seater limousine, 1950 to 1952; please state price. Mornthorpe Motors, Ltd., 41/47, Frederick St., Cardiff. Tel. 30791/3. (8590)

MODERN 27hp/56hp, Hooper 7-seater limousine re-upholstered, details listed, Alpe & Saunders Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. (W1006)

DAIMLER Consorts and Conquests urgently required in part exchange against new Conquest or Century models.—Coventry & Jeffs, Ltd., Daimler Distributors, Bristol 20091. (0667/R)

Daimler Spares and Service

KINGSTON-ON-THAMES, Daimler agents and specialists.

G. W. WILKIN, Ltd., 1, Weston Park, and 54, Eden St., Kin. 2241-2. (84053/R)

DAIMLER—Lanchester specialists.—Debsam Motors, 17, Atherton Mews, S.W.7. Western 4541. (5721)

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kilminster Rd., Croydon 5775. (0688)

ACOT ENGINEERING, Ltd.—Complete overhauls and engineering services. Daimler cars; pre-selector gear box, exchanges and 48-hour repairs.—169, Fyham Rd., Chelsea S.W.3. Ken. 7301. (0236/R)

DAIMLER—Lanchester repairs, spares, pre-selector gear box, exchanges and 48-hour repairs.—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. (0666/R)

DAIMLER—For a new model or for help and advice on one already in service come to the officially appointed distributors with Daimler-Lanchester experience dating back over 30 years.—Walker & Ward, Ltd., Cheltenham. Tel. 3814 and 3816. (0865)

DELAGE

1951 Delage D6 3-litre 4-door saloon (1951 show model), body by Autoboulevard of Paris, grey, blue leather front, cloth rear, 35,000 miles, Cotai electric rear box, immaculate condition; £950.—H. A. Saunders, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. (C4040)

DELAHAYE

MODEL 175 Delahaye, fitted with the most glamorous 2-seater super sports body ever designed by Saatchik, has won every Concours it has entered, cost over £6,000, 5,000 miles odd; price £2,975.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. (C4036)

D.K.W.

MAIN importers of genuine spares for all pre-war D.K.W. cars, service and maintenance.—Schenk Motor Engineering, 465, Stretford Rd., Manchester 16. Tra 0323. (3621)

D.K.W.—Three beautiful D.K.W. cars available. D clients' own spares fitted, overhauls and repairs our speciality; good allowance for D.K.W. cars against new Ford cars.—B. M. Garages, Ltd., 42a, St. Michael's St., Paddington, W.2. (0016/R)

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crank shafts.

F. SMITH & Co., 35-35 St. John's Hill, Clapham Junction. Bat. 0871. (0006/R)

FERRARI

1952 (Earls Court show model) Ferrari 4.1-litre saloon (the only one in this country) ex-David Brown body coach-built by Ghia, silver blue top, dark blue below waistline, 10,000 miles since new, mechanically perfect, reputed to be the fastest saloon car on the road.—H. A. Saunders, Ltd., 326/330, Euston Rd., N.W.1. Euston 4511. (C4040)

FIAT

FIAT 500, 1938, nearest £170.—Bayswater 8562 evenings. (1721)

FIAT 500 convertible, l.h.d., excellent; £250.—Tickford, Ltd., Temple Bar 3339. (C4029)

FIAT 1400, first registered 1953, amazing performance, fitted coil suspension all round, l.h.d., many extras; offers wanted.—J. Courtenay Gate, Hove 30128. (8701)

FIAT 1100, new model 103, 10,000 miles, excellent condition.—7, Waverley Rd., Stoneleigh, Surrey, Ewell 3625. (8653)

MAYFAIR GARAGES, Ltd., always carry an extensive stock of used Fiat cars, and aim to give the best possible value consistent with age, condition and price.

MAYFAIR GARAGES, Ltd.—This week's stock includes a few post-war 500cc ohv models from £435 to £495. Below:—

MAYFAIR GARAGES, Ltd.—To our many provincial customers, our recondition d.e. exchange/assembly service enables us to give the same after-sales service as that enjoyed by customers in the London area. Below:—

MAYFAIR GARAGES, Ltd.—Twelve pre-war Fiats in stock from £174 to £295. Below:—

MAYFAIR GARAGES, Ltd.—All Fiat cars carry our three months' written guarantee. Below:—

MAYFAIR GARAGES, Ltd.—Can take any make of cars in part exchange for a Fiat at competitive allowance prices with H.P. 1/3rd or 1/4 deposit, balance 12, 18 and 24 months. Below:—

MAYFAIR GARAGES, Ltd.—Illustrated literature, price list and copy of "Autocar" Motorist's road test report on request. Below:—

MAYFAIR GARAGES, Ltd. (Fiat Sales and Service), Balderton St., W.1. Mayfair 3104/5. Open 9 a.m. to 9 p.m. (C3009)

1955 Fiat 12, 1939 4-door saloon, sliding head, leather, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4013)

C. V. RUSHMER, the Fiat Specialist.—1954 New Eleven Hundred saloon, 7,000 miles, one owner, showroom condition, £850; show model, 500C coupe, as new, £495; above are guaranteed.—39, Holland Park W.1. Park 5731. (C3061)

Fiat Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Balderton St., W.1. Mayfair 3104. (0695/R)

Fiat Spares and Service

FIAT 500 trouble? Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. (0325/R)

MAYFAIR GARAGES, Ltd.—comprehensive Fiat service, Balderton St., W.1. Mayfair 3104/5. (0632/R)

S. & S. Motors.—Fiat 500cc spare stockists; retail and trade replacement service units.—159, St. Bourne Grove, W.11. Bay. 1644. (0136/R)

FIAT (ENGLAND), Ltd., Water Rd., Wembley sole licensees for the United Kingdom, are only source of genuine Fiat spares and service. Tel. Perivale 5657. (0909/R)

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used, reconditioned, one bench, tested engines, starter motors, dynamos, radiators; springs in exchange.—Derrington 159, London Rd., Kingston 5621-7. (S1071)

FORD ANGLIA

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 and 9140 for details

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). (0099/R)

AUTO SALES (LONDON), Ltd., offer:—

1954 Ford Anglia, several extras, including additional plating, grey, red interior; £635.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 6666. (8249)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1953 Ford Anglia, black, 14,000 miles; £415.

56 Park Lane W.1. Hyde Park 4666; 374, Ealing Rd., Alperton, Middx., Perivale 3388, and 6, 8 and 12, Sangle Rd., Catford, S.E.6, Hither Green 4821. (C1066)

£415 1953 Ford Anglia saloon, black, low mileage, immaculate.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

Ford Anglia 1954, as new, only 3,000 miles; £680.—Lea, 105, Christchurch Rd., Newport Mon. (0699)

1954 Ford Anglia, 5,000 miles, export model (safety glass all round etc.); £595.—Western 9641. (C1067)

1953 (July) Anglia, 12,000 miles, privately owned, garage maintained, perfect condition; £410.—Box 8032. (18904)

1950 Ford Anglia, immaculate; £345.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4015)

1953 Ford Anglia, 15,000 miles; £405.—The Regent Service Garage, 291, Ballards Lane, N.12. Hillside 4011. (C3075)

1954 Ford Anglia (new model), black, taxed, works mileage; £625.—Hale Motors, Ltd., Tot. 7771/4. (C2077)

1950 (late) Ford Anglia, beige, one owner; £345; terms and exchanges.—Northways Garage, Swiss Cottage, N.W.3. (0127)

1947 Ford Anglia, black, red interior, choice of 5; from £245.—Keiths Motor Co., Ltd., 141 Green Lanes, Palmers Green, N.13. Bowes Park 5100. (0106)

290 miles.—August 1954 Ford Anglia saloon, black and red, taxed year; £635.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3437/8. (C3011)

1954 Anglia, black, negligible mileage, unmarked; £595.—Walter Scott, Ltd., 39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). 5914. (C4006)

PRIDE & CLARKE, Ltd.—1953 Ford Anglia saloons, black, green, black, red, green, brown, all low mileage, choice four from £399; 1951 black/beige; £359; 1949 black/brown, black/red, choice two, £329; 1948 black/brown, £299; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. (C3063)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1954 Ford Anglia Wanted
Anglia or Prefect; details, price.—24, Northway, Maghull, Liverpool. Maghull 456. [R650]

FORD (8 h.p.)
1938 Ford 8 de luxe saloon, recent engine exchange, good tyres, exceptional condition throughout. £125.
X.L. SERVICE STATION, Kingston Vale, S.W.15. Km. 8353. [C4060]

£139—1937 Ford 8 4-door saloon, nice condition, terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009]

1955ms.—Ford 8, 1958 model saloon, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Ford Eight Cars Wanted
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

FORD POPULAR

W. HAROLD PERRY, Ltd., Ford main dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1954 Ford Popular, 10,000 miles; £410. [C5042]

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.
SLOCUMBS, Ltd. [C5042]

1954 Ford Popular, low mileage, extras including heater, taxed; £425, with 3 months' guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Willesden 4869. [C4017]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Popular, extra, 8,000 miles; £425.

1954 Ford Popular, black, 8,000 miles; £400.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588, and 6 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066]

1954 Ford 8 Popular saloon; £435; payments.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. [C5029]

FORD Popular, grey, unmarked interior and exterior, 9,000 miles, garage serviced, chromium bumpers and lights; £415 or nearest offer.—Box 8024. [R797]

1954 Ford Popular, 3,000 miles, many extras; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

1954 Ford Popular saloon, fawn/red, many extras, low mileage, one owner, beautiful condition; £435.—J. V. Morand, Ltd., Paddington 9017. [R814]

PRIDE & CLARKE, Ltd.—1953 Ford Popular saloon, black/red, grey/blue, blue/red, 1,000 to 15,000 miles; choice five from £399; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

395ms.—Ford Popular, April 1954, Dorchester grey, blue upholstery, one owner, spare unused, practically new, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

FORD PREFECT

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—
1947 Prefect, seat covers, twin spot light; £310. [C5042]

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444.
CAR MART, Ltd. [C5042]

1953 Ford Prefect saloon; £525.—Car Mart, Ltd., 163, Bromley Rd., Catford, S.E.6, Hither Green 1001. [C1039]

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1939 Ford 10 Prefect touring, a model in short supply, just recoloured in attractive dual colours, mechanically sound throughout, new hood and side screens fitted; £259ms. or £249/19 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. A. Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

PERRY'S OF HARROW

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow World Midway (opp Bus Depot). [W4018/R]

LANFIELD LAWRENCE offer:—

1952 (September) Ford Prefect saloon, black, one owner, 15,000 miles, literally an unmarked specimen; £475.—407, High Rd., N.12. Finchley 0091. [C2053]

ALLAN TAYLOR MOTORS, Ltd., offer

1950 Ford Prefect, black, leather upholstery, one owner excellent condition, taxed December; £425.
HIGH ST., Wandsworth, S.W.18. Tel. Vandyke 4433 (15 lines). [R491]

1953 Prefect, 5,000 miles, absolutely as new; £515.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/9676. [C4006]

1954 Ford Prefect, works mileage; £650.—Box 803. [R803]

FORD PREFECT
£475.—Ford Prefect saloon, 1952 (October), fawn, splendid condition, fitted record engine.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1948 Ford Prefect, excellent; £235; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1952 Prefect, 16,000 recorded miles, whole car immaculate; £465.—Western 9641. [C1069]

1954 Ford Prefect saloon, grey, 360 miles only, loose covers, licensed; part exchange and deferred payment.

E. J. BAKER & Co. (DORKING), Ltd., Dorking 3822. [R823]

FORD Prefect, 1954, brand new, 100 miles; £695.—The Regent Service Garage, 291, Ballards Lane, N.12. Hillside 4011. [C3079]

1952 Prefect, radio, heater, one owner; £475.—Jack Puzner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063]

1953 Ford Prefect saloon, black, one owner, taxed, 7,000 miles only; £515.—Hale Motors, Ltd., Tot. 7771/4. [C2077]

1948 Model Prefect, outstanding condition; £325, guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6128. [C3056]

JACK ROSE, Ltd. offer 1952 Ford Prefect saloon, green, 11,000 miles, almost as new; £485.—Stafford Rd., Wallington, Surrey, Wallington 6677. [C3056]

1947 Ford Prefect 4-door saloon, black, bench-type front seat, reconditioned engine 4,000, taxed year, excellent condition; £340.

MAGDALEN MCINTOSH, Ltd., Trinity Rd., Wandsworth Common, Battersea 5573. [C3004]

1954 Prefect, black, red leather, 33 miles only; £675.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1953 Prefect saloon, black, red leather, superb condition; £505.—Robbins, East Putney, Tel. 7881. [C3010]

£345!!! 1948 Ford Prefect saloon, beautiful condition throughout, carefully used, choice 2 others; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

£525!!! 1953 Ford Prefect saloon, a one owner car, finished black with red leather upholstery, beautifully maintained, moderate mileage, written guarantee.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open until 8 p.m. [C1035]

1948 (Nov.) Ford Prefect saloon, leather, reconditioned engine, superb condition; £350.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mal. 6109. [C4053]

1954 new type Prefect, 4-door, blue leather interior, a few days old only, available for delivery; £695; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [R770]

1948 (Dec.) Prefect, exceptional cloth, Tygan covers, K.L. heater, Lucas fog light and Flamethrower, stabilisers, rec. rad. eng., gear box; £350.—Mason, 37, Warren Rd., Cambridge. [R526]

1948 Ford Prefect, leather upholstery, heater, an immaculate car in faultless mechanical condition; £325; terms, part exchange. Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9875. [R575]

LAMBS OF WOOD GREEN offer a selection of Ford Prefect saloons serviced and immediately ready for the road, first-class mechanical order, good stone work; pre-war from £420 post-war from £275; 3 months' guarantee; hire purchase; exchanges.

LAMBS OF WOOD GREEN Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1946 Model Ford Prefect saloon, black, green leather, one owner, loose covers, taxed, very clean, any inspection invited; £295.—Trinity Cars, Ltd., 51 North Side, Wandsworth Common, S.W.18. Vandyke 1168. [C4054]

1953 (late) Ford Prefect saloon, genuine 4,000 miles only one private owner, finished black, beige leather, spare unused taxed December, as brand new; £535 with written guarantee.—Motourists (London), Ltd., Great North Rd., East Finchley Station N.2. Tudor 2301-2. [C3018]

PRIDE & CLARKE, Ltd.—1953 Ford Prefect saloon, black/beige leather, 5,000 miles, £499; 1952 black/beige, beige/red, choice two from £429; 1951 green/beige, black/beige, choice two, £419; 1950 beige/red, £399; 1949 black/brown, beige/beige, choice two, £359; 1947 black/beige, choice two, £299; three months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

FORD (10 h.p.)

1935 Ford 10 4-door saloon, black, mechanically perfect, electric wiper, Rotoflex all corners, very smart, any test; £90 o.n.o.—14, Hillside Ave., Friern Barnet. Enterprise 6778. [R626]

Ford Ten Cars Wanted

MARSTON MOTOR CO., Ltd., for your Ford 10.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [O179/R]

GARDNER & Co. (HENDON), will buy your Ford Prefect.—Hendon 3359 and 8460. [W2074]

25 Ford 10 saloons wanted; any accept less for your Prefect when you can get its full market value from.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

PRIVATELY owned post-war Ford Prefect wanted, please write fullest particulars.—110, Battersea Rise, S.W.11. [C1096]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

FORD CONSUL

CAR MART, Ltd.
1954 Ford Consul saloon; £715.—Car Mart, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1093]

H. A. SAUNDERS, Ltd., offer:—
1953 Ford Consul saloon, duo tone grey, red upholstery, heater, recorded mileage, 8,610; £695. 842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

836—Ford Consul, opal, heater, 10,000 miles; £665. [C2027]

DAGENHAM MOTORS, Ltd., Ford main dealers.

1954 Ford Consul, black, heater, 6,000 miles; £715.

1953 Ford Consul, opal, heater, 10,000 miles; £665.

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3588, and 6 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 4812/3, offer:—
1953 Ford Consul saloon, finished opal, fawn leather upholstery, heater, fog lamp, low mileage, one owner, immaculate condition throughout; £675. [C1001]

1954 Ford Consul saloon, green, low mileage; £745.—Hale Motors, Ltd., Tot. 7771/4. [C2077]

£675—1953 (September) Ford Consul saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

G & M ALFRED'S (1956), Ltd.—1952 Ford Consul saloon, heater, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005]

1952 Ford Consul saloon, one owner, leather, radio and heater, 22,000 miles only, 3 months' guarantee; £595.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1953 Consul, blue, leather, radio, heater, one careful owner, guaranteed. £650.—Carchutell Symonds, Wembley 6262. [C1037]

1951 Ford Consul, leather, radio; £565.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Ebridge 2254-5. [C4081]

1954 (April) Consul, Edinburgh green, leather, heater, 6,200; £595.—Loncera, Silverfox Cres., Woodley, Berks. [R700]

1953 model Consul, leather, loose covers, radio, heater, taxed, moderate mileage; £615.—106, Warwick Ave., Edgware, Tel. Sto. 6144. [R548]

1954 model Consul de luxe, heater, etc., cream/red, excellent condition throughout; £665, terms possible.—37, Parkside Drive, Edgware, Sto. 7073. [R746]

1954 (June) Consul convertible, H.M.V. radio, heater, unmarked; £245.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5425. [C3045]

1954 Ford Consul saloon, Bristol fawn, leather and heater, 7,000 miles, £695.—John Walford Ltd., London Rd., Bishop's Stortford, Tel. 181/2. [C4051]

£675—1953 Ford Consul saloon, black, red leather, heater and radio, low mileage, taxed as new.—Rogers Garages, 22, Chiswick High Rd., W.4. Chis. 6780. [C3054]

1953 Consul saloon, radio, heater, one owner; £625; guaranteed; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034]

1952 Ford Consul, blue, radio, heater, and various accessories, exceptional order; £595.—Reg. Timms (Motors), Ltd., 28-30, High Town Rd., Luton 6748. [R776]

1954 (Feb.) Ford Consul saloon, black, red leather upholstery, 9,000 miles, spotless condition; £690.—Revs Motors, Ltd., 73/75, Albany St., N.W.1. Euston 6984. [C4049]

1954 Consul (Nov. '53) £690, black, 8,000 miles, screen washers, front armrests, wing mirrors, heater, Underseals, regularly maintained, taxed year. —12, Hamilton Rd., Lincoln. Tel. 2/560 after 6. [R486]

£745!!! 1954 (April) Ford Consul saloon with leather upholstery, radio and heater, negligible mileage and definitely unblemished in every respect, a beautiful car.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open until 8 p.m. [C1035]

1954 Ford Consul convertible, as new, Dorchester grey, red leather, fitted heater; £855.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [C1016]

FORD Consul Convertible, first registered July 1954, finish black and red leather, heater, 1,500 miles; £825.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C1050]

1953 (Sept.) Consul, black, red leather, 10,400 miles, heater, Underseals, Servair complete exhaust system, £80 extras; £895.—49, Wells Rd., Wolverhampton, Tel. Stourbridge 5682 (daytime), Wolverhampton 37025 (evening). [R661]

PRIDE & CLARKE, Ltd.—1953 Ford Consul saloons, black/red, low mileage, heater, choice two, £659; 1952 black/brown, black/red, choice two from £579; 1951 beige/brown, black/beige, heater, radio, choice two from 3 months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C5068]

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

R. HARLEY HOUSE, London, N.W.1. [W1086]

ALMOST new Consul required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

FORD Consul buyers.—Motourists (London), Ltd., 51 North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018]

25 Ford Consul saloons wanted; any accept less for your Consul when you can get its full market value from.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [W2008]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZODIAC

1954 Zodiac, grey/blue, 7,000 miles, perfect condition; £895.—Tel. Campbell, Hill. 2739. [18695]

1954 Zodiac saloon, radio, heater, numerous extras, 4,000 miles, guaranteed; £850; exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 5704 and 5868. [C5034]

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 1444, offer:—

1953 Ford Zephyr, colour black, with heater, 5,300 miles; £750. [C1008]

1953 Zephyr saloon, leather and heater; £675. [C1008]

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 1444. [C5042]

SLOCUMBS, Ltd.

1954 Ford Zephyr, light grey/red leather, fitted radio and heater, etc., in first-class condition; £725, with 3 months' guarantee; terms, part exchanges welcomed.—38/52, Dudden Hill Lane, N.W.10 (near Dollis Hill Underground). Willesden 4869. [C4017]

BRADSTOCK MOTORS, Ltd.

1954 Ford Zephyr, heater, 1,000 miles only; £745.—Chase Rd., Epsom, Tel. 5696. [C1090]

H. A. SAUNDERS, Ltd., offer:

1953 Ford Zephyr saloon, black, red leather upholstery, radio, heater, recorded mileage 15,950. £745.—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

AUTOMOBILIA, Ltd., offer:

1951 (Aug.) Ford Zephyr 4-door de luxe saloon, olive, beige leather, radio, heater, screen washers, twin spotlight reversing lights, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1008]

CHARLES POLLETT, Ltd., offer:

1953 (Oct.) Ford Zephyr, Dorchester grey, leather, heater, radio, speedo, reading 9,000 miles, outstanding condition; £735. [C1008]

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010]

DAGENHAM MOTORS, Ltd. Ford main dealers.

1954 Ford Zephyr, fawn, radio, heater, 6,000 miles; £795. [C1008]

1953 Ford Zephyr, green, heater, 9,000 miles; £715. [C1008]

56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3586, and 6, 8 and 12, Sandring Rd., Catford, S.E.6, Hither Green 4821. [C1066]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

1953 Ford Zephyr saloon, finished blue, blue leather, radio, heater, white-walled tyres, exterior visor, spot lamp, many extras, low mileage, one owner, immaculate condition throughout; £695. [C1001]

£715—1953 Ford Zephyr, blue, fitted with heater, 15,000 miles only, one owner. [C1001]

DENHAM SERVICE STATION, Ltd., Denham. [C1070]

1953 Ford Zephyr saloon, 12,000, one owner, radio, heater, leather, Dunlopillo; £715. [C1008]

RPCO, Ltd. (Zephyrs purchased), 16, Albemarle St., London, W.1. Hyde Park 2952/3/4. [C5052]

£750—Ford Zephyr saloon, 1953, one owner, loose covers, heater and radio, low mileage. [C1008]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008]

1951 Zephyr, hide, radio, heater, new engine, 1953; £540.—Box 8026. [C1008]

1953 Zephyr, one owner, leather heater; £695; written guarantee; h.p. exchanges; trade enquiries welcomed. [C1008]

HAROLD SIMONS, Ltd., Ford Agents, 397/401, High Rd., East Finchley, N.2. Finchley 0352-3/4, anytime. [C4065]

1953 Zephyr, green, fawn leather, heater, one owner, as new, taxed December; £665.—K.J. Motors, Ltd., Bromley, Ravensbourne 5456. [C1008]

1953 Zephyr, black, red leather, one owner, heater and fog lamp, only 12,000 miles, spotless throughout; £675.—Campbell Symonds, Wembley 6262. [C1008]

FORD ZEPHYR 1953, Dorchester grey, red leather, 14,000 miles, undersale, heater, spare unused, new condition; £660.—Jarvis, Battersea 1241. (9.0-5.0). [C1008]

1953 (July) Zephyr, green, with heater, 15,000 miles, immaculate, taxed year; £700.—Goldings Park Motor Co., Basingstoke. Tel. 1650. [C1008]

FOR sale, 1954 Zephyr Six convertible coupe, grey with red hood, leather upholstery, fitted heater and radio and many extras; mileage 10,000, A.A. or R.A.C. inspection invited, delivered Preston. [C1008]

BAILIE & GAWN, Ltd., Main Ford dealers, Larne, N. Ireland. [C1008]

1954 Zephyr convertible, power-operated, leather and heater, grey, red interior, under 1,000 miles; £960.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1065]

1954 Ford Zephyr, only covered 6,000 miles, blue and blue, as brand new; £775; terms, exchanges.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [C1008]

1953 Ford Zephyr, low mileage, fitted heater, choice of £ from £650.—Walters Motors, Ltd., 356, High St., Ponders End, Enfield. Tel. Howard 1646 or 1931. [C1008]

1954 Ford Zephyr saloon, radio, heater, hide, 5,000 miles; £795.—British & Colonial Motors, Ltd., 13-14, Upper St., Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5588. [C1027]

FORD ZEPHYR

1953 (Feb.) Ford Zephyr, black and red, Ekco mirrors, radio, heater, twin spot lights, twin wing 15,000 miles, one owner, Ford engineer; specimen car, taxed; £895. [C3011]

1954 model (registered Nov. '53) Ford Zephyr, black and red leather, heater, wing mirrors, twin spot lights, genuine 7,000 miles, taxed; £725.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [C3011]

1952 (October) Ford Zephyr, Dorchester grey, red interior, radio, heater, taxed year; £610; beautiful condition, private owner; terms if required.—Vale Ridge, Park Hill, Kenilworth. Tel. Kenilworth 994. [C1008]

1954 Ford Zephyr Zodiac saloon, blue, seat covers, Underseal, 5,000 miles; £865.—British & Colonial Motors, Ltd., 15-14, Upper St., Martin's Lane, W.C.2 (adj. Leicester Square Tube Station). Temple Bar 5588. [C1027]

1953 Model Ford Zephyr saloon, black, radio, heater, leather, one owner, mileage 15,000, spotless condition, R.A.C. invited; £645; exchanges, h.p.—11, Perrywood, Prestwich, Manchester. Prestwich 2057. [C1008]

PRIDE & CLARKE, Ltd.—1954 Ford Zephyr saloon, blue/blue leather, 4,000 miles, one owner, £739; 1951 green/beige, radio, heater, covers, £579; three months' guarantee; terms, exchanges, lists.—237, Brixton Hill, S.W.2. Tel. 364/3. [C1008]

1951 (June) Ford Zephyr saloon, mist green, beige hide, heater, radio, Tygan loose covers, spot lights, wing mirrors, 5 new Goodyear covers, taxed year, one owner; £600.—Gee Cars, Ltd., 60-62, Queens-town Rd., S.W.8. Mac. 5365. [C1008]

1954 model Zephyr, 12,000 miles only; the many extras include radio, heater, Tygan loose covers, undersale, Marchal spot, fog and reversing lights, Trico screen washers, Lucas wing mirrors, the whole car in immaculate condition; £775.—Box 8042. [C1008]

Ford Zephyr Cars Wanted

ALMOST new Zephyr required at once.—54, Streatham Hill, S.W.2. Tel. Hill 2676. [C1008]

FORD ZEPHYR buyers—Motourists (London), Ltd., 61, North Rd. E. Finchley Station, N.2. Tudor 2301-2. [W3018]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

FORD (V.8)

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY. The Hire-Purchase specialists.

1951 Ford Pilot saloon, a truly remarkable car inasmuch as it is fitted with every conceivable extra possible, owned previously by an enthusiast and maintained regardless of cost, mileage under 30,000; 435gns. or £115/9 deposit. [C1008]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from. [C1008]

RAYMOND WAY Canterbury Rd., Kilburn, N.W.6. [C1008]

MAIDENHEAD 6041, consulting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047]

COACHCRAFT offer:

£385—November, 1950, Pilot, heater and radio, leather upholstery, new engine fitted July, 1954, four nearly new Goodyear tyres, new battery, bodywork and interior exceptionally clean, taxed, no repairs or renewals necessary, 3 months' mechanical guarantee; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6559. [C1053]

W. J. BROWN, Ltd., established over 30 years.

1950 Ford Pilot, black, radio, heater; £415. [C1008]

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

WILL SHORT, Ltd., Winchester (Tel. 2308), offer:

1950 (Nov.) Ford Pilot saloon blue/blue, radio, heater, spot lamp, 3 months' guarantee; £395. [C1008]

£225—Superb one-owner 91A sedan, radio, loose covers, exchanges.—Prospect 7520. [C4068]

£395—Ford V8 Pilot 1951 (May) one owner, radio, heater, original condition, leather interior particularly well kept, many others. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube). Exchanges; h.p. [C1017]

1950 (November) Pilot saloon, black/beige leather, radio and heater; £385.—Robbins, East Putney, Tel. 7881. [C3010]

1948 (August) Ford Pilot saloon black brown leather, heater, reconditioned engine and gear box recent, fitted, two owners only; £295. [C1008]

MCKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020]

1949 Ford Pilot saloon, black, fitted radio and heater, guaranteed, £325, exchanges, terms.—Palmer, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034]

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

AMERICAN FORD

SIMPSON'S offer:

1947 Ford V.8 super de luxe, fitted many extras. [C1008]

1940 Ford V.8 convertible, fitted many extras. [C1008]

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), 345, High Rd., Wembley 8691/3905. [C4015]

R.H.D. 1951 Ford Customs, radio and heater, black, 1951. [C1008]

1951 l.h.d. Ford Customs.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C1008]

AMERICAN FORD

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9. [C10749 R]

UTILITY—FORD OR OTHER BODIES

1947 Ford V.8 station wagon (extra large body), recon. engine, new batteries; £1100.—Haskins, Ladbroke, 153. [C3027]

Ford Miscellaneous Cars Wanted

R. S. OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Ford 8 or 10—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. [W2037]

MANN, EGERTON, main Ford dealers, Ipswich, are prepared to pay high prices for small mileage Fords.—Tel. Ipswich 55401. [C4597]

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv 3665. [C1058]

ALLAN TAYLOR (MOTORS), Ltd., High St., Wandsworth, S.W.18. [C1008]

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [C314 R]

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2233), main Ford dealers, service and all spares. [C093 R]

WE have one of the biggest stocks of Enfo spares in the country from model A.V.8, W.D. type and tractor to the current models; Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House New Rd., Dagenham, Rainham 770 (8 lines). Also 66, High St., East Ham, E.6. Grangewood 1136. [C3065 R]

FRAZER NASH

1951 series Frazer Nash Le Mans replica, 6,000 miles since new, this car is perfect throughout and must be seen and tried to be appreciated.—H. A. Saunders Ltd., 26-330 Euston Rd. N.W.1. Euston 4511. [C4040]

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube) N.W.3. 6041. [W4018/R]

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C5041/R]

1937 Frazer Nash-B.M.W. 12hp type 315 sports saloon, one owner since new, 30,000 miles only, perfect condition; £325.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

1939 327/80 Frazer Nash-B.M.W., fitted 1940 Bristol type 85C engine, close ratio gear box, 3.7 back axle; car with terrific performance; £525.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057]

395gns.—Frazer Nash-B.M.W. 1938 2-litre Type 326/80 special coupe, high-compression 3-cylinder engine, 3.7 axle ratio, recent overhaul, carefully used; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

RONALD KENT (COACHBUILDERS), Ltd., offer a (June) 1939 type 326 B.M.W. fourseater drop head coupe, in very exceptional condition throughout, completely disappearing new grey vinyl hood and reconditioned in deep crimson by us; £465, or near offer; guarantee; terms, exchanges.—Coalwharf Rd., Shepherd's Bush, W.12. She. 2231. [C1008]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

HEALEY

B. J. HUNTER, Ltd., offer:

1950 Healey Silverstone sport, 2-seater, fast and attractive; £525. [C1008]

B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

CHIPSTEAD MOTORS, Ltd., offer:

HEALEY 1948 beautiful 2-door fourseater, reputed by Farina, speedo reading 39,000, recon. front suspension, dual fawn, specimen; £495. [C1008]

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0052/7253/7154. [C1046]

GUY SALMON AUTOMOBILES offer:

1952 (May) Healey Tickford saloon, 19,000 miles, H.M.V. radio, ivory red upholstery; £1,095.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

RICHARDS & CARR, always best value.

1951 Tickford, one owner, radio, heater, just reconditioned, 5 nearly new tyres, extremely smart, mechanically excellent; £775. [C1008]

1950 Silverstone, engine overhauled 2,000 miles ago; black; £545. [C1008]

35 Kinnerton St., London, S.W.1. Sloane 5425. [C3045]

£595—1949 Healey Elliot saloon, heater, good order; exchange considered.—Brown, 126, Marsden Rd., Burnley. [C1008]

£498—Healey 1947-8 1½-litre special sports 2-seater, ultra low build, bodywork side equipment excellent, v.g. tyres, tip-top performance; many others. [C1008]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube). Exchanges; h.p. [C1017]

E

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HEALEY

BROOKLANDS: sole concessionaires, Healey, new 4-seater saloon by Tickford and coupe by Abbott, immediate delivery.

1954 Healey 3-litre convertible, 2,750 miles.

1952 Healey Tickford saloons, maroon and black.

1951 Healey 2.4-litre Tickford saloon.

BUY or sell with confidence; open 9 until 7.

103. New Bond St., London, W.1. Mayfair 8351-6.

1953 Healey Abbott drop head, as new, two-tone radio, heater, etc., 12,000 miles; £1,350.—78, The Drove, Hove, Sussex. [C1029]

1953 Healey 3-litre convertible, grey with fawn holsters, 2-seater with Alvis engine, heater, very carefully used, indistinguishable from new; £1,085.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [8750]

ROSE & YOUNG, Ltd. offer: 1952 Healey Abbott drop head coupe, fitted radio and heater, beautiful condition throughout. £685.—65-69, Stenfold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057]

REQUIRED: really good Healey.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

PERFORMANCE CARS urgently require Healeys.—Great West Rd. Brentford, Middlesex. Ealing 8841. [W3041]

ROWLAND SMITH'S, the Car Buyers, Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HILLMAN 10

E.M.A., Ltd.
CALIFORNIAN hardtop coupe, latest model Hillman MK VII, ivory and black, heater etc., taxed; £725.
E.M.A., Ltd., Routes Group Distributors, Grove Rd., South. Southsea. Portsmouth 2168. [8295]

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1950-1 Hillman Minx estate car, used for occasional camping outings only, carefully driven and maintained, coachwork and interior as new; 4999s. or £129/9 deposit.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

METROPOLITAN MOTORS.
HILLMAN, Humber, Sunbeam-Talbot, Commer.

1949 Hillman Minx saloon, taxed: £435.—Metropolitan Motors Horn Lane, Acton, W.3. Acorn 5064. [C3080]

AUTOMOBILIA, Ltd., offer:—

1952 Hillman Minx foursome convertible, mid green, beige leather, radio, heater, loose covers, low mileage, exceptional condition; £585.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304/3891. [C1008]

CHIPSTEAD MOTORS, Ltd., offer:—

1954 Minx convertible, 3,200 miles only, one owner, pastel blue, red leather, heater, genuine bargain; £695.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046]

WARWICK WRIGHT, Ltd., offer:—

1953/4 Hillman Minx Mark VI and Mark VII, all models including Californian hard-top; choice of colours, many fitted radio and heater, low mileages; from £645.

1952 Hillman Minx Mark V convertible coupe, claret, heater, 11,000 miles; £595.

1952 Hillman Minx Mark V saloon, black, heater, 13,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Series Hillman Minx saloon, heater, taxed; £515.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1950 Phase IV Hillman, blue, very nice car; £465.

STARVES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2490 and 0298. [8740]

1946 Hillman Minx saloon, very good condition throughout; £350.—Below.

1952 Hillman Minx convertible, black, immaculate condition, low mileage, one owner; £585, ex-changes: h.p. terms.—Mitchell Erskine, Ltd., 105, Queensway, Bayswater, W.2. Bay. 5929. [C2081]

1954 Hillman Minx saloon, finished mid-green, new September 11.

1954 E. Palmer Motors, Ltd., 17, Church St., Luton 4212. [8769]

PHENIX MOTOR CO. (SURREY), Ltd., for all Rootes Group Products, specialists in purchase and sale of GUARANTEED used Hillmans.

A SELECTION from our stock:—

1954 (Jan.) Hillman Minx Mark VII saloon in black with brown interior, fitted Rootes heater, one owner, 12,000 miles only, spare unused, supplied and maintained by us since new; £645.

HIRE purchase facilities and your car wanted in part exchange for any new or used vehicle.

PHENIX MOTOR CO. (SURREY), Ltd., Phoenix House, High St. Sutton, Surrey. Vigilant 1121. [C3044]

1953 Hillman Minx, pastel blue, perfect condition, one owner, heater, etc.; £625.—Barnes, Ratton Croft, Willingdon, Hampden Park 88. [8708]

HILLMAN 10

1950 Hillman Minx saloon, pastel blue, blue leather; £430.—Dembrey, 23, Park Ave., West Thurrock, Grays, Essex. [8693]

1939 Hillman Minx drop head coupe, black, very good condition, many extras; £240.—Tottenham 5931 (evenings). [8670]

1951 (July) Hillman Minx saloon, black/red upholstery, radio, heater, 29,000 miles; £495. May. 5242. [C3030]

1953 Hillman Minx saloon, heater, clock, immaculate, under 10,000; £245.—Moore, 9, St. Mildreds Ave., Ramsgate, Thanet 51147. [8665]

£195—1939 Hillman 10 de luxe saloon, good condition, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1953 Hillman Minx, black, heater, 10,000 miles, new condition; £620.—33, Gaiway Rd., Birkcotes, Nr. Doncaster. [8569]

1947 model Hillman Minx saloon, sun roof, very clean; £325.—Vare Motors, 472, Archway Rd., Highgate, N.6, Mountview 9039 and 5396. [C4074]

£589!!!—Hillman Minx Phase V convertible, very clean and attractive motor car, negligible mileage, unblemished condition.—Below.

£499!!!—1949/50 Hillman Minx Phase IV saloon, leather upholstery and many extras; particularly attractive.—Below.

£149!!!—Particularly attractive pre-war Hillman Minx saloon, very carefully used example, still with original paint and upholstery, a very genuine reliable motor car; 3 months' guarantee; hire purchase exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, Tel. 421-423, Hill Rd. Finchley, N.12. Finchley (East Finchley Underground). [C2052]

£498—Hillman Minx 1951 saloon, black, red leather interior, especially nice condition, 4 new tyres, excellent mechanically; choice; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (.50 yds Holland Park Tube). Exchanges, h.p. [C1017]

G & M ALFREDS (1936), Ltd.—1954 Hillman convertible coupe, very clean, mileage 1,500.—6-7, Warren St., W.1. Euston 5268. [C1005]

1947 Hillman Minx d.h. coupe, very clean; £315.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]

1954 (May) Hillman Minx saloon, export model, 6,000, as new; inspection London area; £665.—Suffolk Motors, Ltd., Bury St. Edmunds. Tel. 170. [8633]

1951 Hillman Minx convertible, one owner, radio, excellent throughout; £445.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, M.1. 6109. [C4053]

1952 Hillman Mark V saloon, under 17,000 miles, immaculate throughout, heater, guaranteed; £595.—Davies Motors, Ltd., 273, London Rd., Staines. [C1080]

£229—1939 Hillman Minx 4-door de luxe, bargain choice of two.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024]

1953 (January) Hillman Mark V drop head coupe, black with beige interior, fitted heater, speedometer 12,000 miles; £595.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073]

1950 Hillman Minx Phase IV saloon, black, red leather, one owner, in exceptional condition throughout; £485; terms and exchanges.—Forthways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1953 Hillman Minx Mark VI saloon, desert sand/red, 11,000 miles, heater, taxed to December 31, one owner, excellent throughout; £595.—John Triggs, Ltd., Esher 1234. [8579]

£415!!! Hillman Minx coupe, somewhat scarce model, December, 1948 delivery, very pretty little car, excellent hood and tyres and in really first-class mechanical order; recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; open until 8 p.m. [C1035]

HILLWOOD MOTORS—Hillman Minx 1949 Phase 3 saloon, beige, red interior, heater, spotless condition throughout, thoroughly reliable and economical; £475.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8618]

HILLMAN Minx drop head coupe, November, 1952, finished in black with red upholstery, 6,000 miles only, taxed, as new.—E. Clayburn & Co., Ltd. 37, Halgate, Doncaster, Tel. 3414. [8513]

1952 (Sept.) Hillman Minx Mark V saloon, low mileage; £575; 3 months' warranty, part exchanges and H.P. terms arranged.—Arthur E. Gould, Ltd., 8-14, Meard St., W.1. Gerrard 8970. [8559]

1953—Hillman Minx 1939 de luxe saloon, sliding head, leather, radio, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

A.Z. MOTORS for Hillman Minx bargains: 1950 saloon with loose covers, £450!!! 1946, perfect condition, £295!!! 1954 saloon, poor wings but healthy engine, £501!!! Call before they go.—100, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

HILLWOOD MOTORS—Hillman Minx 1947 saloon, grey, maroon interior; the engine has been completely reconditioned, the bodywork is spotless and the car is offered, fully guaranteed, for only £375.—Mill Hill 4232. Open 9-8 Mon.-Sat. [8617]

HILLMAN 21

£150—1937 7-passenger saloon, nice order.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

Hillman Cars Wanted

R
S
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A LMOST new Hillman required at once.—54, Street ham Hill, S.W.2. Tulse Hill 2676. [W3016]

ALL Hillman models wanted urgently, inspection arranged anywhere in the country.

GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. [W3036]

well 8701.

Hillman Cars Wanted

R
ROOTES, Ltd.,

D
DISTRIBUTORS,

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3333).

CANTERBURY—(Canterbury 3252).

W
WROTHAM HEATH—(Borough Green 4.)

ROCHESTER—(Chatham 2231.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R]

EMA Ltd., Grove Rd., Southsea. Portsmouth 2168. [0409/R]

HILLMAN buyers—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018]

25 Hillman Minx saloons wanted; why accept less for your Minx saloon or estate car when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. [W2008]

XXX H. F. Edwards offer immediate cash for good Hillman—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

NOTTINGHAMSHIRE distributors Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552/P]

Hillman Spares and Service

NORMAND, Ltd.,

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0337]

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialists (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-81, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R]

REQUIRED, really good Hillman—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R]

HUDSON

SIMPSON'S offer:—

RHD 1948 Hudson Commodore Six, with over-drive, fitted many other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/5903. [C4015]

£250!!! Really well cared for 1940 Hudson 16.9 genuine mileage 34,000, maintained in faultless condition; £570.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

economic and roomy—A. Z. Motors, 100, Palmerston Rd., N.W.6. Mai. 4723. [C1011]

Hudson Spares and Service

MANCHESTER—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage A Lane, Manchester, 19. Rus. 2874-5. [0061/R]

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621. First-class service for all Hudson cars; spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/P]

HUMBER

CAR MART LTD.

1951 Humber 27hp Super Snipe saloon, sliding head, heater; £575.

1950 Car Mart, Ltd., 320, Euston Road, London, N.W.1. Euston 1212. [C1039]

R. F. FUGGLE, Ltd.,

M K III Humber Super Snipe, one owner since new, genuine mileage 34,000, maintained in faultless condition; £570.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017]

METROPOLITAN MOTORS.
HILLMAN, Humber, Sunbeam-Talbot, Commer

1953 Humber Hawk saloon, one owner, heater, superb condition; £795.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080]

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mark III 7-passenger limousine, black, heater; £1,595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2 Blackfriars 9263-6-7. [C2020]

R. C. WIMBUSH, Ltd., offer:—

1952 (Sept.) Humber Super Snipe, black with red hide, Rootes heater, 17,000 miles, one owner, spare unused; £695.—312 Earls Court Rd., S.W. [C4056]

HUMBER Hawk saloon (May, 1953), black; £825.

STRATSTONE, 40 Berkeley St., W.1. [C4022]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR
GUY SALMON AUTOMOBILES offer:—
1954 Jaguar XK120 drop head coupe, 9,000 miles only, olive green, Michelin X.T. tyres, licensed to December 31, superb condition; £1,485.
1952 Jaguar Mark VII saloon, 23,000 miles only from new, radio, heater, demister and wing mirrors taxed to December, a most exceptional and well-maintained example; £1,050.
1952-3 Jaguar XK120 sports 2-seater, 20,000 miles only, radio, one very careful owner. £945.
1951 Jaguar 3½-litre Mark V drop head four-seater coupe, this car has covered a genuine 15,000 miles only from new, grey, grey leather, H.M.V. Radio-mob, an absolutely faultless example of this rare model; £2,995.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

MEBES & MEBES, Ltd. (Est. 1893), offer:—
1947 Jaguar 2½-litre 4-door sunshine sports saloon, green with hide upholstery, radio, heater, loose seat covers, passlight, discs, other extras, in excellent example of this popular model; £415.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012]

COOMBS & SON (GUILDFORD), Ltd., offer:—
1951 Jaguar XK120, full racing modifications, one owner since 1947. £275.
1954 Jaguar Mark VII, works mileage; £1,450. [C2051]

COOMBS & SON (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907.
LAMBS OF WOOD GREEN, the Jaguar specialists.
£835—1951 Jaguar Mark V drop head 5-seater coupe, literally like brand new throughout and irreplaceable.—Below.
£745—1951 Jaguar Mark V 3½ of luxe saloon, spotless condition, one owner, carefully used.—Below.
£475—1948 Jaguar 3½ of luxe saloon, bodywork spotless, interior original unmarked; if you see this you will buy it.—Below.
£455—1948 Jaguar 3½ of luxe saloon, carefully used specimen, only two owners, immaculate condition.—Below.
£299—1939-40 Jaguar 2½ sports saloon, late owner enthusiast maintaining this vehicle perfectly, choice also another 2½ and 3½ saloons.—Below.
£295—1939 Jaguar 1½ of luxe saloon; this vehicle looks and runs like 1948 model above; 3 months' guarantee, hire purchase exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. [C3052]

1950 Jaguar 3½-litre sports saloon, suede green, 25,000 miles, one owner; £650.—Below.
JAGUAR 12 sports saloon, 1957, original throughout, recent overhaul, taxed; £235; terms and exchanges.
—Rorys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059]

670 miles, 1954 (June) Mark VII Jaguar with overdrive, £200 under cost.—Weybridge 600. [C4025]

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3548. [C0081/R]

BARTLETT—Jaguar 1953 (November) Mark VII 5 saloon, regularly serviced by Jaguar experts—27A, Pembroke Villas, W.11. Bay. 0523. [C1013]

XK120 C. white.—Enquiries to Lt.-Col. Michael Head, "Woodhamsbury," Woodham Lane, Woking, Byfleet 217. [C1725]

1948 Jaguar 1½-litre sal., green/green upholstery, heater, covers, 33,000 miles; £550.—May 3242. [C3030]

11 saloon, 1937, in excellent condition throughout, 2 outstanding value at £165; terms and exchanges.—Oscar Moore, 204, Ballards Lane, Finchley 2920, 8630. [C3052]

1951 Jaguar Mark V 3½-litre saloon, gunmetal with blue interior, sun roof, immaculate, fully equipped, one careful original owner; £750.
BOTTOMGATE MOTORS, Ltd., Bolton Rd., Darwen 774. [C1638]

1939 1½-litre Jaguar saloon, reconditioned engine, new tyres, etc.; 2 owners, quite exceptional; £315 o.n.o.—Ric. 1582. [C3572]

1950 Jaguar 3½, Mark V saloon, black, brown leather, nice condition; £625, written guarantee; h.p.; exchanges; trade enquiries welcomed.
HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-55-54, anytime. [C4065]

1939 Jaguar 3½-litre saloon, engine overhaul just completed, splendid throughout; £250.—Davies Motors, Ltd., 273, London Rd., Staines, Tel. 4211-2-3-4-5. [C1080]

1953 Mk. VII, 14,000 miles, grey, red leather, fitted seat and floor covers, radio; £1,250.—Rood, Oakmead, Church Lane, Loughton, Essex. Tel. Loughton 4019. [C1827]

A S brand new 1954 Mark VII saloon, black, brown leather, 300 miles only; £1,510.—Seymour & Clements, Ltd., 33, Watford Way, Hendon Central, N.W.4. Tel. Hendon 2146. [C4007]

1953 (May) Jaguar fixed head coupe, 13,000 miles, immaculate, black/red, screen wash, heater, immaculate; £1,250; post-war car considered in part exchange.—Price, Bristol 58340. [C8660]

1953 Jaguar Mark VII, 11,000 miles, perfect condition; £1,235.—Taylor & Crawley, 25, Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Slo. 5215. [C4036]

£259—1939 Jaguar 1½-litre 4-door sports saloon.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Est. 1107-8-9. [C2024]

1948 Jaguar 3½-litre saloon, immaculate throughout, full mechanical record available; £395; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068]

1954 XK120 convertible, paste green with green upholstery, taxed, nominal mileage, as brand new; £1,550, guaranteed, part exchanges, credit facilities.—Sanderson & Holmes, Ltd., The Jaguar Distributors, London Rd., Derby. Tel. 47471. [C4075]

JAGUAR
£1095—1951 Jaguar Mark VII saloon, very late 1952 (October) delivery, and in condition virtually indistinguishable from new, the finest specimen we have handled.
£995—Jaguar Mark VII saloon, 1952, earlier registration with radio and heater, a very nice car all round.
£695—Jaguar Mark V saloon, 1950/1, one owner, superbly maintained and of the highest order mechanically.
£395—Jaguar 2½-litre saloon, 1947, full special equipment, heater, passlights, etc., purchased from local engineer, superbly maintained mechanically.
£295—Jaguar 2½-litre coupe, very scarce drop head four-seater model, 1939/40, immaculately finished in pastel green, all chrome work spotless, interior leather unmarked, fittings and polished wood fillets quite without blemish, fitted discs, passlights, etc. the whole car in truly amazing condition.
£425—1947, with built-in heater, etc., carefully used and in outstanding mechanical order; recommended.
£375—Jaguar 1½-litre 14hp saloon, 1946, standard model but with some extras, discs, Windtone horns, etc., a nice bright car, moderate total mileage.
£295—Jaguar 1½-litre 14hp sports saloon, 1939, silver grey with red leather, one owner since 1947.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open until 8 p.m. [C1035]

£498—Jaguar 2½-litre 1948-9 d/h four-seater coupe, really magnificent condition, strato silver finish, leather interior, v.a. tyres, must be seen to be appreciated. Choice of many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5096-7. (50 yds. Holland Park Tube) Exchange, h.p. [C1017]

1954 Jaguar XK120 fixed head coupe 8,000 miles, radio, faultless and immaculate, blue; £1,295.—Philip Foster, 106, High St., Uxbridge. Tel. 4202. [C1748]

1953 XK120 fixed head coupe, special equipment, wire wheels, etc., low mileage; £1,250.—Tolworth Motors, The Broadway, Kingston By-Pass, Tolworth. Elbridge 225-5. [C4061]

1954 Jaguar Mark VII, 4,000 miles, H.M.V. radio, Ace rimblenders, extras, as new throughout; £1,425.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006]

JACK ROSE, Ltd., offer:—1953 Series Mark VII Jaguar saloon, in two tone grey, with red hide, new tyres, any examination; £1,145.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1952 (December) 3½-litre Jaguar Mark VII saloon, genuine mileage 17,000, colour black, brown upholstery, one owner, taxed December 31st; £1,050.—MacVitie, Malvern. Tel. 300. [C7691]

JAGUAR XK120 drop head coupe, registered January, 1954, finished birch grey, blue leather upholstery, mileage 5,259, in new condition throughout, offered at £1,395 by the authorised Jaguar dealers
ARCHERS (SHIRLEY), Ltd., Shirley, Birmingham. Tel. Shi. 1125-6. [C1817]

XK120 1951 open, completely standard, ivory, twin Flamethrowers, Trico washers, excellent condition, taxed year, new tyres; £865.—Luker, 4, Cecil Rd., Ilford 1882. [C8542]

JAGUAR XK120, Nov. 1950, colour cream, good tyres, Servis, silencers, untraced and uncrashed, many extras, 29,000 miles; £875.—Apply Love, 13, Cumnor Rise, Oxford. Tel. Cumnor 109. [C8529]

675 gns.—Jaguar, 1951 model Mark V 3½-litre saloon, sliding head, heater, exceptional, terms, exchanges; list: open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1949 (March) 2½-litre Jaguar saloon, colour sun metal, silver black upholstery, Ace discs, supplied, maintained and serviced by distributors, taxed December 31st, genuine mileage, since major overhaul 8,000, condition of this car must be seen to be appreciated; £500.—MacVitie, Malvern. Tel. 300. [C7692]

XK120 bronze, 1951, new engine (4,000 miles), 8 to 1, hi cams, comp. crankshaft, damper, light flywheel, heavy duty clutch, springs and shockers, dual exhaust, new tyres, heater, screen washer, spots, radio, detachable fibre glass hardtop maintained regardless by one owner, bills available; never raced.—Bayliss Wolverhampton 52050. [C8509]

XXX Really outstanding 1951 Jaguar Mark VII saloon, blue and chromium with red leather, fitted with heater and radio, most attractive car with delightful performance, thoroughly recommended, written guarantee; £975; terms, exchanges.—H. F. Edwards, 172-174, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C2002]

1951 Jaguar XK120, colour white, this unblemished car is fitted with ocelot seats and mats, and picnic sets, vanity cases, fitted trunks, shooting stick, etc.; winner numerous concours d'elegance; 16,000 miles; £249; exchanges welcomed, terms arranged.—Epps Bros., Larches Garage, Farnborough (Kent) 2244. [C8585]

Jaguar Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jaguar.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

BENTALLS Ltd.
WE are interested in the purchase of Jaguar cars.—Kingston-on-Thames, Kingston 1001. [W1093]

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted good condition post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. [C0234/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13
MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. [W4002/R]

ALMOST new Jaguar required at once.—54, Stratnam Hill, S.W.2. Tulse Hill 2676. [W3016]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham. Tel. 15 0180/R. [C0180/R]

Jaguar Cars Wanted
PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

11 1½-litre Jaguars urgently required.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [W2057]

XXX H. F. Edwards offer immediate cash for good Jaguar, 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

Jaguar Spares and Service

H ENLYS, Ltd.,
ENGLAND'S Largest Jaguar Service Station.
G GREAT West Rd., Brentford. (Ealing 3477.)
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7. [C0435/R]

QUICK completion of repairs. [C0563/R]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.
FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3631-2-3. [S8002/R]

KJ MOTORS, Ltd.—Spares, reconditioned units, Gilling, Radiomobile agents.—Bromley. Rav. 0367. [C0367]

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [C0435/R]

PERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [C0430/R]

L EX GARAGES, Ltd.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Lex Garages, Ltd., Forty Avenue, Wembley. Arnold 1154-5. [C0719/R]

D ISMANTLING six Jaguar and S.S. models, 1938 3½-litre, 1937 2½, 1936 1½, 1935 8S.20, 1933 and 1934 8S.16; rapid c.o.d. service.—Wards, Motolympia, Leasowe Rd., Wallasey. Tel. Wallasey 4151. [C0202/R]

L EONARD WILLIAMS & Co., Ltd., offer Jaguar L service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [C0528/R]

JEEP

JEES, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [C0620/R]

JEES—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.
MOTORCRAFT GARAGES, Station Approach, Gunterbury, W.4. Chiswick 3013-0621. [C0241/R]

JEES!!! Several first-class Willys and Ford Jeeps; also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—93B, Belsize Lane, N.W.3. Hampstead 8231. [C0527/R]

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; h.p. terms available.—Mansell & Fisher (see Jeep Spares below). [C3066]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spares parts, home and export; 1954 illustrated assembly guide and parts catalogue, price 1/-; largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919/6850. [C0555/R]

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeeps.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Jeep Spares and Service

JEOP Service Station, overhaul, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5765, 4732, 4758. [C3066]

JENSEN

BROOKLANDS, Jensen distributors.
1951 Jensen 4-litre 4-door saloon.
BUY or sell with confidence; open 9 until 7.
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

JOWETT

C OF P.
JOWETT distributors.
1953 Javelin de luxe, finished in beige with red leather, twin spot lamps and wing mirrors; £655.
1952 Javelin de luxe finished black with brown leather, recent engine overhaul, twin spot lamp; £595.
CLARKES OF PIRBRIGHT, near Woking, Surrey. Brookwood 2201. [C1049]

D ICKS.
1951 Jowett Javelin saloon, full de luxe, positively unmarked; £550.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. [C1072]

A UTO SALES (LONDON), Ltd., offer:—
1952 Jowett Javelin saloon, in beautiful condition throughout, 17,000 miles; only £265.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maids Vale 5555. [C8250]

H. A. SAUNDERS, Ltd., Golders Green, offer:—
JOWETT Javelin saloons, new, unregistered, from stock, colour choices; £286/10/10.
1953 (June) Javelin de luxe saloon, maroon/beige, hide, immaculate, highly recommended; £670.
AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (Ten Lines). [C4004]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

W
M
WELBECK MOTORS, Ltd., for Jowetts:—
FOR the largest selection:—
JAVELINS:—

1953 (October) Javelin standard saloon, full modifications including raised compression H.M.V. radio, heater; £665.

1952 Javelin de luxe, engine modified, approx. 20,000 miles, gold with red hide, whole car virtually identical to new—there cannot be many 1952 cars in the country in this glorious state of perfection; price £625.

1949 Javelin de luxe, black with beige leather, mileage guaranteed 24,000. Series III engine fitted one month ago, whole car virtually as new, finest 1949 Javelin we have ever offered and probably the finest 1949 Javelin in the world (certainly the most expensive); £515; another in typically immaculate Welbeck condition, beige; £450.

JUPITERS:—

1953 Jupiter Mark IA with opening boot, full series III, very low mileage, latest-type best quality H.M.V., latest-type Smiths Fresh Air Heater, green with red leather; £775; another, 10,000 miles in dark green; £735.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (nr. Baker St. Station), Welbeck 1139 (6 lines). For the largest Jowett agents in the country. [C4049]

1949 Javelin, green, heater, excellent; £450.—Tickford, Ltd. Temple Bar 3338. [C4029]

JOWETT 1952 Javelin de luxe, grey with red leather, 17,000 miles, immaculate; inspection invited; £558.—Tel. 5546 [C4047]

JAVELIN 1952 de luxe, new Series III engine fitted, radio and heater, owner going overseas; £650 for quick sale.—Uplands 6164. [C4057]

JOWETT Jupiter, 1953, dark green, new engine recently; £500.—Miss Wilkinson, Sackville Lodge, Riseley, Bedford, Tel. Riseley 233. [C4044]

1952 Javelin de luxe saloon, gunmetal, red leather, 21,000 miles; £575.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

1952 Javelin, black, one owner, 20,000 miles, excellent condition; £585.—18, Strawberry Hill Rd., Twickenham. [C4019]

1952 Jowett Javelin, superb order; £565.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312. [C4019]

1953 (May) Javelin de luxe, every extra, much cherished; owner going overseas; view London; what offers?—Knebworth 2181. [C4052]

1938 Jowett 7hp 4-door saloon, black, one owner; £125.—F. L. Cranmore, Ltd. Tel. Potters Bar 2030. [C1082]

£450!!!—June, 1949, Jowett Javelin saloon, de luxe series, leather upholstery, smart metallic finish, extremely good order.

£495!!!—Jowett Javelin saloon, 1950, new series III engine, 6,000 miles, very outstanding condition indeed.

C for catalogue. Open until 5 p.m. [C1035]

1951 (November) Javelin de luxe, black, superb throughout; £515.—Richards and Carr, 35, Kinnerton St., London, S.W.1, Sloane 5424. [C3045]

1951 (Oct.) Javelin de luxe saloon, metallic grey; small mileage, immaculate; one owner; £525; part exchanges, deferred terms.—Peter Guest, Ltd., King's Lynn, Tel. 4129. [C1082]

1953 Javelin de luxe, radio, heater, windscreen wiper, one owner, bronze with red interior, only 16,000 miles, guaranteed; £695.—Campbell Symonds, Wembley 6262. [C1037]

95 gns.—Jowett, 1955 7hp 4-door saloon sliding head, one owner; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4018]

1949 Jowett Javelin saloon, de luxe green, fawn leather upholstery, heater, new engine; £450.—Vare Motors, 472, Archway Rd., Highgate, N.6, Mountview 5039 & 5306. [C4074]

1950 Javelin de luxe saloon, maker's Series III engine just fitted, radio and heater, superb throughout; £525.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, King, 8104. [C4053]

£455!!!—1950 series Jowett Javelin saloon de luxe, immaculate bodywork, excellent interior, speedometer reads 26,000, whole vehicle magnificent; 3 months' guarantee; hire purchase, exchanges.

L AMBS OF WOOD GREEN, Finchley Showrooms, 421/423, High Rd., Finchley, N.12, Finchley 721. [C2052]

JOWETT Jupiter, late 1951, special body, maroon, one owner, new engine recently, superb condition throughout; £545.—A. Owen, Ltd., 72, Park Hill, Clapham, S.W.4, Macaulay 7211. [C1082]

1951 Jowett Javelin de luxe, met. grey/red hide, radio, heater, one owner, written guarantee; £498.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction), Batter 2252. [C3022]

1952 Jowett Jupiter convertible, bronze with beige leather, heater, genuine mileage 10,000 from new, one owner, supplied and serviced by us; immaculate; £625 o.n.o.—Gordon White & Co., Ltd., Gerrards Cross, Bucks. [C3508]

Jowett Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1, Welbeck 1139. Largest Jowett agents in the country would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. [W4049]

A LMOST new Jowett required at once.—54, Strat-ham Hill, S.W.2, Tulse Hill 2676. [W3016]

Jowett Cars Wanted

H. A. SAUNDERS, Ltd., Golders Green, require:—

JOWETT cars all models for cash

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11, Speedwell 0011 (10 lines). [W4004]

PRIVATLY owned Javelin.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2037]

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1, Sloane 5424.

JOHNSON & BROWN wish to purchase clean Jupiters or Javelins.—Ringers Rd., Bromley, Ravensbourne 2322. [W2013]

Jowett Spares and Service

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradfords, always in stock; specialised repairs, tuning and service.—Horley, Surrey, Tel. Horley 17. [0961/R]

KINGSTON-ON-THAMES, Jowett distributors, all spare and replacement units available, plus specialised service.

G. W. WILKIN, Ltd., 1, Weston Park and 84, Eden St. Kin 2241-2. [S4053 R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R]

EAST Angles.—For all Javelin and Bradford spares.—Peter Guest, Ltd., Gaywood, King's Lynn, N. [0364/R]

JOWETT spares; Gordon Cars (London), Ltd., have the largest stock of spares and give the finest service.—7-9, Russell Parade, Golders Green, N.W.11, Service 9761. [0133/R]

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and other Jowetts.—Bonnersfield Lane, Harrow, Tel. 6225-6.

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents offer 28 years' Jowett experience, spares and service. [0759/R]

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon, Cro. 3641-2; and Bushwood Corner, Leytonstone, E.11, Wan. 5101-2. [0463/R]

LAGONDA

L. F. WARD, Ltd.

1939 Lagonda V12 saloon by H. J. Mulliner, in absolutely immaculate condition, fitted radio, heater, many extras.—L. F. Ward, Ltd., Grange Rd., Garage, Grange Rd., Thornton Heath 5347. [C4043]

METCALFE & MUNDY, Ltd.

1939 Lagonda LG6 saloon, black, brown hide, Sanction IV engine, H.M.V. push button radio, a very beautiful car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5, Tremant 5471. [C3064]

BROOKLANDS: Lagonda Distributors.

LATEST 1954 models, 2-door saloon, power-operated coupe, coachwork by Tickford, on show and for demonstration.

1954 Lagonda 3-litre Tickford coupe, 2,000 miles.

1952 Lagonda 2.6-litre drop head coupe by Tickford.

BUY or sell with confidence, open 9 until 7.

103, New Bond St., London, W.1, Mayfair 8351-6. [C1029]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.) OFFER an excellent selection of 12-cylinder and L.G.45 models.

We shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

DAVIES MOTORS, Ltd., 273, London Rd., Staines, Tel. Staines 4211-2-3-4-5. [C1080]

V12 1938 drop head coupe, grey, excellent mechanical condition; any trial.—Grosvenor 1912. [C454]

PERFORMANCE CARS, a good selection always available; written guarantee.—See under "Sports Cars."

1939 Lagonda LG6 saloon, immaculate condition; £895.—Mansfield Autos Ltd., Euston 2587. [C3001]

1954 Lagonda 3-litre saloon, 5,000 miles, guaranteed over 100mph, radio, covers, etc.—Box 7909. [C500]

CASS'S MOTOR MART—1937 Lagonda Rapier 10hp sports drop head coupe, outstanding condition; £325.—5, Warren St., W.1, Euston 4110. [C1040]

1950 Lagonda 2.6-litre saloon, 3 colours, low mileage, all extras, superb condition; £1,000.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. [C3037]

1938 Lagonda V12 short chassis saloon, in grey with grey hide interior, positively minted condition throughout, bargain here for knowledgeable buyer; £595; terms, exchanges.—Corner Garage, Gorton St., Blackpool, Tel. 2638. [C679]

295 gns.—Lagonda 1936 4½-litre pillarless saloon, twin Scintillas, P100 headlamps, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041]

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), the Lagonda specialists offering every possible service facility to all Lagonda owners, including Honeychrome liners and the now popular centre gearchange for the 2.6 model, reconditioned engines available for 12-cylinder 4½-litre and 16/80 models.

273, London Rd., Staines, Tel. 4211 (5 lines). [C1080]

LANCHESTER

STRATSTONE, Ltd., Lanchester distributors.

LANCHESTER 14 saloon, under 10,000 miles fawn, green leather; £895.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). [C4022]

1951 coachbuilt Lanchester 10, heater, spot lights, one owner, excellently maintained throughout in new condition; £700.—Box 7942. [18537]

1953 (June) Lanchester 14 saloon, black, beige leather upholstery, loose covers, many extras, one careful owner since new, 12,000 miles showroom condition throughout; £925, or near offer; terms arranged, trade enquiries invite.—Sanderstead, Surrey, Sanderstead 4260. [C4055]

JOHN WILSON AUTOS, Sanderstead Rd., Sanderstead, Surrey, Sanderstead 4260. [C4055]

Lanchester Cars Wanted

KIRKWOOD CARS buy pre-war Lanchesters.—78, Streatham Hill, S.W.2, Tulse Hill 1258. [W4037]

REQUIRED, really good Lanchester.—Edwards, Amenbury Lane, Harpenden, Herts, Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Lanchester cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3, Kensington 7301. [0237/R]

LANCIA

AUTOMOBILIA, Ltd., offer:—

1938 Lancia Aprila 4-door de luxe saloon, metallic grey, grey leather, radio, engine reconditioned less than 500 miles ago, excellent condition, £295.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1008]

APRILIA, 1937, entirely rebuilt and in specimen condition; £390 or £280 deposit.—Seale, 45, Park Rd., Hampton Hill, Middx, Molesey 4614. [C4069]

LANCIA Aprila 1939 special series, bronze-cast valves and pistons, mechanically 100%; Aderi tele-controls, spotlights, radio, excellent tyres, superb dark metallic blue finish; £525; photo available.—W. J. Bone, Weeting Rectory, Brandon, Suffolk, Tel. 265. [18541]

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning technical data, etc., apply Lancia Works, Alperton, Wembley. (Trivale 5656). [0320/R]

LEA-FRANCIS

DICKS.

1939 Lea-Francis 12hp saloon, one owner since new, very good mechanically; £275. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9.

AUTOMOBILIA, Ltd., offer:—

1947 (Sept.) Lea-Francis 4-door de luxe sports sunshine saloon, black, brown leather, heater, excellent condition, cost £1,285; sacrifice £395.—Automobilia, Ltd., Pippbrook Garage, Dorking 4304, 3891. [C1008]

CHARLES FOLLETT, Ltd., Sole Distributors, Lea-Francis, London & Home Counties offer:—

1951 radio, heater, sunroof, etc., modern appearance, comfortable and very fast, guaranteed; £895.

SHOWROOMS: 18, Bergeley St., W.1, Mayfair 6266. [C1040]

SERVICE: Works & Stores—Barnsdale Yard, off Elgin Ave., W.9, Cunniffham 5956. [C2010]

CASS'S MOTOR MART—1947 (October) Lea-Francis 4½hp saloon, black, heater, unblemished; £425; written guarantee.—5, Warren St., W.1, Euston 4110.

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Lea-Francis.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Gladstone 6303. [W2040]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry, Tel. 60204-5-6. [0592/R]

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, "re-are" always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1, Mayfair 6266. [C1008]

OFFICIAL Lea-Francis London Service Station Works and Stores.—

BARNSDALE Yard, off Elgin Avenue, W.9, Tel. Cunniffham 5956-7. [0595/R]

LIMOUSINES

£150 1939 21hp Hillman; 1933 25hp Rolls-Royce; £395; exchanges, terms.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022]

OWNER-DRIVER 1936/30hp Series GUL, winding partitioned Hooper Saloon, extending boot, black, excellent condition, reasonable mileage, comprehensive guarantee certificate, £695.—Alps & Saunders, Ltd., Providence Court, North Audley Street, Mayfair-2941. [C1008]

195 gns.—Daimler 1956 24hp 7-passenger limousine, black, front leather, rear fawn cloth, face-to-forward occasional, division, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

ARMSTRONG SIDDELEY limousine, two private owners only, absolutely immaculate; £265.—R. C. Mortlake, 253, Kensal Rd., London W.10. Arnold C3017 4604/6452.

A & S vately owned Limousines at comprehensive prices, comprehensive guarantee certificate (See Classified Advertisements) 1951/52 Austin Hirecars, 1951/52 Sheerline, 1950/51/52 Humbers, also privately owned Rolls Royce 1937/30hp, and Rolls-Wraith Deluxe Hooper. Details described. Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2951. C1006

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford Tel. Ealing 4506-9. 10747/R

MASERATI

£495 1½-litre twin camshaft, supercharged 2-litre single-seater racing Maserati, independent suspension, two L.S. hydraulic brakes, oil cooler. Borani racing wheels, fitted new racing tyres, in superb order throughout with some spares, capable of 135mph. C1006

BRIAN PINGLASS, Bugatti Sales & Service, 2, Pembroke Mews, W.11, Bayswater 3951. After 6. Lavingsdale 4627. C2009

MERCEDES

1954 Mercedes 180 saloon de luxe, black, 2,500 miles, loose covers, as new.—Woking Motors (Maybury Hill), Ltd., Woking 1928. C10457

1941 (first regd.) Mercedes cabriolet, similar 500 K with 3.8-litre engine, supercharged 1/4 drive, black and polychromatic grey with red leather, beautiful specimen in P.F. Panfili's Service Garage, London Rd., Guildford 5526. C10355

MERCEDES-BENZ

TAYLOR & CRAWLEY offer:

1954 series Mercedes-Benz type 300 saloon de luxe, radio, covers, 19,000 miles, chauffeur kept; quite un worn. £2,995. C10361

1952 Mercedes-Benz type 220 saloon, 6,000 miles, very fast; immaculate; £1,375—42a, South Audley St. (entrance Adams Row), Mayfair, W.1, Grosvenor 6881. C10361

1937 Mercedes-Benz model 170V saloon, very recent bills; £1,900 on overhaul; £345.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1, 510 5215. C10361

1938 Mercedes-Benz type 230 saloon, right-hand drive; unrepeatable opportunity to acquire one of these desirable cars; £385; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26658. C10361

1939 (read, 1938) Mercedes-Benz 540K 4-seater drop head coupe by Lancelotti, cream with blue wings, 49,000 miles since new, maintained throughout by Mercedes, immaculate condition, mechanically perfect.—H. A. Saunders, Ltd., 326-330, Euston Rd. S.W.1, Euston 4511. C10400

Mercedes-Benz Spares and Service MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6, Night Service: Victoria 3144. C10361

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford Tel. Ealing 4506-9. 10748/R

M.G.

PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. From 150 cars.—**LARGE** selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of comprehensive stock, not just one which might prove unsuitable. **CHOICE** of M.G. T.F., new and unregistered, immediate delivery: £780/5/10. **CHOICE** of 3 T.D.s, 1953, black, £595; 1952, red, £585; 1951, black, £525; 1950, green, £495. **CHOICE** of 4 T.C.s; 1949, cream, £445; 1948, red, £395; 1947, black, £375; 1946, black, £345. **CHOICE** of M.G. T.F.; 1939 (2), from £285; 1938 Tuckford coupe, £275. **CHOICE** of 6 T.A.s; 1939, £295; 1938, £285; 1937, from £265; 1936, from £225. **CHOICE** of 2 P.A.s; 1934 2-seater, £165; 1935 4-seater, £195; 2 J2s, 1935, £125; 1933, £105. **CHOICE** of M.G. V.A. tourers; 1939, £245; 1938, £225; M.G. 2-litre saloon, 1939, £275. **CHOICE** of 3 2-litres; 1939 drop head foursome, £225; 1936 saloon, £195; 1936 drop head, £145. **CHOICE** of M.G. 1.057cc Lester 2-seater, £395; Maserati 4-seater, £25; P.A. special, £145; M type 2-str. £65; 1936 N.A. Magnette, £165. **IMMEDIATE** hire purchase, insurance and part exchanges; many others in stock; see under "Sports Cars".

PERFORMANCE CARS. Great West Rd., Brentford, Middlesex. Ealing 8841. C10341

WM WELBECK MOTORS, Ltd., for M.G.s:—

1947 M.G. T.C. black, a very excellent example, engine overhauled; £325, or quarter down and up to 2 years to pay. C10341

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 1139 (6 lines). C10349

DICKS.

1939 M.G. 1½-litre sports tourer, fast and attractive car; £250. C10372

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6889-9. C10372

ELM AUTOMOBILES offer:—

1938 M.G. T.A. 2-seater, immaculate red cellulose, mechanically excellent, most attractive car at £275.—Elm Automobiles, 68, Hartfield Rd., Wimbledon S.W.19, Cherrywood 1615. C10267

M.G.

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1939 M.G. V.A. 1½-litre sports tourer, recently recellulosed, engine overhauled, really exceptional for its age, very fast and economical; 239gns or £24/19 deposit. C10407

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). C10407

B. J. HUNTER, Ltd. offer:—

1951 M.G. T.D., many extras; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Oldstone 6303 C10240

H. BEART & Co., Ltd. offer:—

1954 (July) M.G. T.F. 2-seater, genuine mileage 1,500, and like brand new throughout; £725—102, London Rd., Kingston-on-Thames. Kingston 3348. C10181

LANFIELD LAWRENCE offer:—

1949 (September) M.G. T.C. cream, engine recellulosed, new hood, etc. in beautiful condition; £445—407, High Rd., N.12, Finchley 0091. C10263

CLUBMAN AUTOS, Ltd. offer:—

1949 M.G. T.C., red, one owner, immaculate; £425. **1947** M.G. T.C., black; choice of two; £345 and £355. C10395

H.P.—Motor cycles taken in exchange.—138-142, Tooting High St. S.W.17. Balham 3484. C10395

CHARLES POLLETT, Ltd. offer:—

1952 M.G. T.D. Midget, metallic grey, red leather, speedo reading 15,000 miles, exceptionally good condition; £585. **SHOWROOMS:** 18, Berkeley St., W.1. Mayfair 6266. C10361

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. C10210

CHIPSTEAD MOTORS, Ltd. offer:—

1947 model T.C., black, complete reconditioned engine, new tyres, highly recommended; £355. **CHIPSTEAD MOTORS, Ltd.,** 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. C10146

WARWICK WRIGHT, Ltd. offer:—

1953 "ZA" Magnette saloon, radio and heater, sun grey, 9,000 miles; £225. **WARWICK WRIGHT, Ltd.,** 150, New Bond St., W.1. Mayfair 9761. C10405

H. A. SAUNDERS, Ltd., of Worcester.

1954 M.G. Magnette saloon, black with red leather, fitted heater, many extras, 5,000 miles only, as new; £995. **AUSTIN House, Worcester.** Tel. 2368. C10405

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 (March) M.G. T.F. 2-seater, black/beige hide, one owner, 5,500 miles, spare unused, plated luggage carrier, many extras, carefully run in; £685. **AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines).** C10404

PARADE MOTORS (MITCHAM), Ltd. offer:—

1947 M.G. T.C., black and beige, in excellent condition; £365. **1947** M.G. T.C., black and red; £355. C10361

1939 Tickford drop head coupe; £270.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. C10361

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A. Welwyn 841-2-3, offer:—

1951-2 M.G. T.D., finished black, red leather, 2 fitted luggage rack, spot lamp, low mileage, one owner, immaculate condition throughout; £550. C10101

1938 M.G. T.A.; £245; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5714. C10454

1954 M.G. T.F. 3,000 miles only, H.M.V. radio, heater, one owner, spare unused; £725.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. C10352

1948 M.G. 1½ saloon; £495; written guarantee, H.P. exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54 any time. C10465

TC—Bond, 35, Rances Lane, Wokingham. 19671

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. C10082/R

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. C10396/R

1949 (July) M.G. 1½ saloon, black, beige leather, fitted heater, one owner, perfect; £520.—Below. (July) M.G. T.F. 2-str., grey, red leather, 1,000 mls. as new; £710.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. C10101

1953 (June) M.G. 1½-litre saloon, black, beige leather, 13,000 miles, one owner, excellent condition; £780. **CASTLE'S, Church Gate, Leicester.** Tel. 65251. C10607

£220 o.n.o.—M.G. 1½-litre V.A. drop head coupe, engine plastic horn and chrome; privately owned by London doctor.—Box 8045. C10784

M.G.

R. G. 2-litre saloon, 1939 model, finest example on road, black, red leather; £325, o.n.o.—I. Dutton Rd., Langley, Bucks. Langley 409. 19643

1946 M.G. T.C., reconditioned engine, fine appearance; £365; written guarantee; H.P. exchanges; trade enquiries welcomed. **HAROLD SIMONS, Ltd.,** 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54 any time. C10465

JACK ROSE, Ltd. offer 1954 (Sept.), guaranteed 200 miles only T.F. in red; £725.—Stardford Rd., Wallington, Surrey. Wallington 6677. C10356

1954 T.F. sports 2-seater, black, beige leather, plated luggage grid, 3,000 miles, as new; £715.—Robins, East Putney, Tel. 7881. C10410

525 eng.—M.G. Midget, 1952 model T.D. 2-seater, ivory, red leather, tuned stage II, excellent condition; terms, exchanges.—Rowland Smith, below.

195 eng.—M.G. Midget, late 1934 3hp P 2-seater, maroon, excellent condition; terms, exchanges.—Rowland Smith, below.

95 eng.—M.G. Midget, 1933 J2 2-seater, maroon, taxed, choice of 6 Midgets; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. C10418

FOR sale M.G. T.B. 1940, completely reconditioned, resprayed in red, new black hood, sidescreens, Stage II engine, open to any trial; £325.—Harris, 14, Stubbs Grove, Stoke Heath, Coventry. 19689

ROSE & YOUNG, Ltd. offer 1953 M.G. T.D. 2-seater, low mileage, one owner, exceptional condition; £565—65-69, Stornhall Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Fulham 6464. C10357

M.G. J2, 1933, much above average condition, resprayed black, tartan upholstery fitted, reined P type brakes, sleeved engine, recent crankshaft reground, new battery; £150.—35a, Churchill Ave., Clicheth, Warrington. 19689

1938 M.G. T.A. sports 2-seater, reconditioned engine, world's engine fitted smart and fast, £255; another £245; terms and exchanges.—Rays Automobiles, Ltd., 127 Parkway, N.W.1 (nearest tube Camden Town Station). Euston 2700 and 8894. C10359

1937 M.G. 2-litre saloon; this car is in immaculate condition far above normal for its year, maintained in sparkling condition by an enthusiast; a bargain at £395.—Read Car Co., Ltd., Brighton Rd., Sutton, Surrey. Tel. Vigilant 8978. C10348

24 super and rare 2.6-litre M.G. tourer, 1939, complete with mechanical rebuild 1952, complete coach and trim reconditioned 1953/4, a really exceptional car in showroom order; £395.—33, Kenilworth Gardens, Fulbourn, Cambs. 19379

T.D. M.G. Mark II, July, 1950, one lady owner, works maintained, smart condition, never damaged, high axle, stage II head, 2 electric pumps, Minter brake linings, Andrex shock absorbers, lightweight bucket seats, Signalators, metallic green, uncracked; £310.—Miss Marshall, Twitten, Nurbourne Common, Fulbourn. 19571

XXX quite outstanding, 1949 (March) M.G. T.C. sports 2-seater, most beautifully maintained car, sealing wax red and chromium with fawn leather, twin horns, pass lamp, really spotless condition, enthusiast owned and quite one of the most attractive examples we have had, written guarantee; £445; terms, exchanges.—H. F. Edwards, 200, Great Portland Street, London, W.1. Tel. Langham 0012. C10203

M.G. Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.1. Tel. W4018/R

SLOCUMBS, Ltd.

WE urgently require M.G.s of all models since 1933. Dudden Hill Lane, Willesden, N.W.10. Willesden 4869. Nearest Underground, Dollis Hill Stn. W4017

NEW M.G. Magnette read, immed.—Offers to Bernard Marks. Reg. 9574 (9-6). 19593

REQUIRED, really good M.G.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. W1000

MAYFAIR GARAGES, Ltd., top cash prices for M.G.s.—Balderton St., W.1. Mayfair 5104. 10696/R

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. W3041

CLUBMAN AUTOS, Ltd., urgently require all models M.G. for cash.—138-142, High St., Tooting, S.W.17. Bal. 3484. C10395

C.N.K. MOTORS require M.G.s, particularly V.A. T.A., T.F. and T.C. models.—353, Finchley Rd., N.W.3. Hampstead 5712. W1052

THE CAR MART, Ltd., London, wish to purchase M.G. cars.—382, Streatham High Rd., S.W.16. Streatham 0054. 10966/R

URGENTLY required, 1947-53 M.G. 1½ saloons.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. 19972

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists,

SPECIALIZE in M.G. and M.G. cars only: repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and I, and N. Magnette exchange service, dynamo, starters, crankshafts, brake rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves guides, springs and gasket sets with full range of M.G. spares always available; new vertical drive parts now available; we specialize in racing spares; write or tel.

TOULMIN MOTORS, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2238 and 3456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. 10349/R

PERFORMANCE CARS.—M.O. sales, service, spares, Great West Rd., Brentford, Middlesex. Ealing 8841. W3041/R

USED CARS FOR SALE AND WANTED - SPARES AND SERVICE

M.G. Spares and Service
UNIVERSITY MOTORS, Ltd.,—M.G. stocks of M.G. spares outside the factory.—7, Hertford St., London W.1. Gr. 414. (C504)
V. W. DERRINGTON, Ltd., for M.G. spares and replacement parts new and used valves, springs, guides, gaskets, road springs, brake linings and cables, stage 1 and 11, Laystall, Lucas cylinder heads, petrol tanks, fold-flat windscreens, silencers and exhaust systems.—159-161, London Rd., Kingston S21-2. (S1071)

M.G. spares, most parts in stock for all models 1931 onwards, including valves, guides, springs, rockers, bushes, shafts, etc., replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service, c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witnam, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19 Liberty 3085. (0453/R)

MORGAN

WM SEE Welbeck Motors Ltd., advertisement under Morgan in "New Cars" section of this issue. (C4049)
DICKS.

1949 Morgan 4/4 sports 2-seater, late property engineer. £350. (C1072)

DICKS CAR SALES, Ltd., 385/401, High Rd., Kilburn, Maida Vale 6888-9. (C1072)

SLOCUMBS, Ltd.

1952 Morgan plus 4 2-seater sports in green, new hood and tonneau cover, fine order; £475, with 3 months' guarantee; terms, part exchanges welcomed.—38-52, Dudden Hill Lane, near Dollis Hill Underground, Willesden W6 6B. (C4017)

CHIPSTEAD MOTORS, Ltd., offer:—

1950 Morgan 4-seater sports, racing green, exceptional condition, bargain! £395. (C1046)

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

MORGAN Plus Four 2-seater sports, reg. March 1954, 4,000 miles; £575; as new.—Tel. Colchester 2091. Garrison Garage. (S523)

525 gns.—Morgan Plus 4, December 1952 sports 2-seater, blue, one owner, small mileage, exceptional; terms, exchanges.—Rowland Smith, below. (C4016)

395 gns.—Morgan 4/4, November 1950 drop head coupe, blue, one owner, exceptional; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

£398—Morgan 4/4 1948-9 sports 2-seater concealed hood, bodywork excellent, V.G. tyres, tip-top performance, very economical; many others. (C1017)

BENNETT MOTORS, Ltd., Clarendon Rd., Holland Park, London, W.11. Park 5066-7, (50 yds Holland Park Tube.) Exchanges, h.p. (C1017)

Morgan Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

SLOCUMBS, Ltd.

WE urgently require Morgans of all models since 1933.—Dudden Hill Lane, Willesden, N.W.10. Willesden 4969. Nearest Underground, Dollis Hill Stn. (W4017)

CLUBMAN AUTOS, Ltd., urgently require all models Morgan for cash.—139-142, High St., Tooting, S.W.17. Bal. 3484. (C1095)

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. (0514/R)

MORRIS MINOR

CAR MART, Ltd.

1954 Morris Minor 2-door saloon; £625.—Car Mart, Ltd., 297, Euston Road, London, N.W.1. Eus. 1212. (C1039)

ELITE MOTORS offer:—

1950 Minor 2-door saloon, in grey; £465. (C1039)

1951 Minor 2-door saloon, black; £495. (C1039)

1951 Minor 4-door saloon, black; £515. (C1039)

1952 Minor convertible, maroon; £495. (C1039)

1952 Minor convertibles, 3 colours; £515. (C1039)

1954 Minor de luxe saloon, black; £635. (C1039)

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). (C1005)

B. J. HUNTER, Ltd., offer:—

1951 Morris Minor convertible, one most careful user; £475. (C1039)

1950 Morris Minor convertible, just fitted reconditioned engine; £425. (C1039)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

PHILIP RICHARDS, Ltd., offer:—

1954 Morris Minor 2-door saloon, black, 5,000 miles. (C3051)

1954 Morris Minor 2-door de luxe saloon, black, 5,500 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

ENGINES-RECONDITIONED Ltd., offer:—

1952 Morris Minor saloon, black, red leather, one owner; £495.—333, Pinner Rd., Harrow Middlesex. Tel. Harrow 5366. (C2070)

SEE "Sports Cars."—Oscar Moore, Pinchley 2920. (S752)

1951 (May) Morris Minor tourer, black, heater; £435. (S752)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Eus. 4465. (C3023)

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1951 Morris Minor saloon, one owner, low mileage; £495. (C1008)

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). (C1008)

MORRIS MINOR

1954 (June) Morris Minor 2-door saloon, green and green, 5,000 miles, taxed; £585. (C3011)

1954 (Sept.) Morris Minor 2-door saloon de luxe, clarendon grey and red leather, works mileage heater, overriders, taxed year; £635. (C3011)

1952 (July) Morris Minor 4-door saloon, green and green, nominal mileage, taxed; £525.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1950 Morris Minor tourer, specimen; £420; three months' guarantee; terms and exchanges. (C4054)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1950 Morris Minor saloon, maroon, excellent in every respect; £435.—Valentine 4674. (C2018)

1953 ohv Morris Minor, 10,000 careful miles only; £545.—Cunningham 8947 evenings. (S865)

£650—1954 Morris Minor 4-door saloon, 150 miles. Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1949 Morris Minor, black, 2-door saloon; £405.—Barrett, 11, Rookwood Ave., Wallington, Surrey. Wall. 9541. (S861)

£545—1953 Morris Minor convertible, black with red upholstery, fitted heater, 8,000 miles only, completely as new. (C1070)

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2668. (C1070)

1954 Morris Minor 4-door de luxe saloon, black, mileage 1,000; £650.—F. L. Cranmore, Ltd. 2040 Potters Bar. (C1062)

1954 (August) Minor 4-door saloon, 200 miles; £655.—The Broadway, Elmbridge 2254-5. (C4081)

1954 (May) Minor 2-door de luxe saloon, heater, 2,500 miles; £615.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5425. (C3045)

TWIN carburettor conversion, h/c head, high ratio rear axle gives amazing performance with economy, send for details and road test, demonstrations any time. (C1076)

1953 ohv 2-door saloon; £595. (C1076)

1953 ohv convertible; £585. (C1076)

BOTH completely converted. (C1076)

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 545. (C1094)

465 gns.—Morris Minor, late 1952 tourer, Cambridge blue, fawn upholstery, one owner, excellent condition; terms, exchanges.—Rowland Smith, below. (C4016)

375 gns.—Morris Minor, 1950 saloon, black, fawn upholstery, one owner, choice of 4 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

£635—1954 Morris Minor 2-dr. saloon, black, red leather, 2,200 miles only, as new, taxed.—Rogers Garages, 22, Chiswick High Rd., W.4. 6760. (C3054)

1950 Morris Minor convertible, maroon, 34,000 miles, very fine condition throughout; £435.—L. F. Dove, Ltd., 111-115, Addison Rd., Croydon. Addison 5066. (C1076)

1954 Morris Minor 2-door de luxe saloon, black, one owner, 7,000 miles, heater, leather upholstery, undersealed, taxed, as new; £610 o.n.e.—Cold Comfort, Wendover 2172. (S896)

1954 Morris Minor traveller's car, 7,000 miles only, heater and many other extras; £665.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1065)

1951 Morris Minor convertible, blue with beige upholstery, radio, heater and numerous other extras, good condition; £420.—Kingston's Garage, Blakesley, Twickenham, Northants Tel. Blakesley 208. (S673)

TANKARD & SMITH, Ltd., offer 1953 Morris Minor ohv engine 2-door saloon, black with red upholstery, heater, immaculate condition throughout; £555; 3 months' written guarantee.—194-199 Kings Chelsea, S.W.3. Flaxman 4801. (C4026)

1950 Morris Minor 2-door saloon, black, new engine, run 2,000 miles, double valve springs, KE965 valves, supercharged by Arnott, Burgess silencer, tyres and battery excellent, superb performance, usual guarantee; £495 or near offer.—The Robertsbridge Garage, Ltd., High St., Robertsbridge. (S681)

PRIDE & CLARKE, Ltd.—1954 Morris Minor 4-door saloon, 9,000m, £599; 1953 saloons, green/green, low mileage choice 3, £539; 1952 green/beige, £499; 1953 convertible, black/red, 17,000 miles, £599; 1951 green/beige, £419; 1950 grey/beige, green/beige, (heater), choice 2 from £379; 3 months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 0251. (C3068)

Morris Minor Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

RICHARDS & CARR buy Morris Minor.—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

ALMOST new minor required at once.—54 Streetham Hill, S.W.2. Tulse Hill 2676. (W3016)

DISTRICT Nurse (Bedfordshire) requires by mid-October 1949-50 Morris Minor 2-door saloon, good coachwork essential.—Bon. 7636. (S785)

THE CAR MART, Ltd., London, wish to purchase Morris Minor Cars.—320, Euston Rd., N.W.1. Euston 1212. (0716/R)

MORRIS EIGHT

1948 Series E 2-door saloon; £345. (C1015)

1935 Morris 8, 4-door, excellent; 125; 3 months' guarantee, terms and exchanges. (C1015)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

1948 out; £375, part exchange or easy H.P. terms. Beadmore 26, Queensway, W.2. Bayswater 0136. (C1015)

MORRIS EIGHT

S.G.A. MOTORS, who deal exclusively in Morris 8s, offer:—

1939 Series E 2-door de luxe saloon, reculいた, immaculate condition throughout; choice of 3; £265. (C4063)

1938 2-door de luxe saloon, excellent condition; £219. (C4063)

1938 2-seater tourer, excellent condition; £180. (C4063)

1937 2-door de luxe saloon, excellent condition throughout; £165. (C4063)

AND other saloons and tourers in stock. (C4063)

EVERY car is thoroughly checked in our workshop, and is guaranteed for 3 months; hire purchase and exchanges. (C4063)

S.G.A. MOTORS, Morris 8 Specialists, 10, 13 and 14, Adherstone Mews, Cromwell Rd., W.7 (3 miles Gloucester Rd. Tube). Western 3208. (C4063)

£130—1937 Morris 8 saloon, taxd., nice order.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (C2022)

1936 Morris 8, engine chassis, tyres good, body needs some attention; best kept car; £265. (S865)

1948 Morris 8 4-door saloon, immaculate, engine just overhauled; £365.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Mal. 6109. (C4052)

1948 (registered 1950) Series E 4-door saloon, two careful owners, spotless condition; £345.—Richards and Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

145 gns.—Morris 8, 1938 saloon, sliding head, leather, radio, good tyres; kept car; £265. (C4018)

1938 Morris 8 4-door saloon, 9,000 miles since new engine fitted, clean, well kept car; £265. (C4018)

£55 deposit balance over 18 months; exchanges, insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton S.W.2. Tulse Hill 7106. (C4071)

Morris Eight Cars Wanted

PRIVATELY owned Morris 8.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS TEN

MORRIS 10 1939, black, excellent condition; £205.—Jarvis, Battersea 1241 (9.0-6.0). (S737)

1946 Morris 10, looks as new, reconditioned engine; £325; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham S.E.26. Sydenham 6129. (C3068)

1948 Morris 10 saloon, black brown leather, recent reconditioned engine, fine condition throughout; £365; terms, part exchange.—Tate & Hitchens, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9875. (S576)

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

MORRIS TWELVE

1938 Morris 12 saloon, black, engine just been reconditioned, good tyres and bodywork; £220.—Reys Motors, Ltd., 73/75, Albany St., N.W.1. Euston 6994. (S406)

MORRIS FOURTEEN

1936 Morris 14 saloon; bargain £75; payments.—Vaughan, 17 Asdow Mews, S.W.7. (C4078)

MORRIS SIXTEEN

1934 Morris 16, under 50,000 miles, original condition; £125.—Tel. Mountview (Birkhead) 1146. (S890)

MORRIS COWLEY

1954 Morris Cowley saloon, works mileage, green. Autowork, Ltd., Southgate St., Winchester. Tel. 4965. (C1010)

1954 (September) Morris Cowley, green, 60 miles only; £745.—G. P. Morley, Ltd. 54, Streetham Hill, S.W.2. Tulse Hill 4485. (C7016)

1954 Morris Cowley, works mileage; hire purchase and exchanges welcomed.—Castle Street Motors, Ltd., 13a, Castle St., Brighton 24796. (S760)

Morris Cowley Cars Wanted

MORRIS COWLEY 2-seater wanted.—Brazil, Mapleton Potter-Row, Gt. Missenden, Bucks. Gt. Missenden 2191. (S674)

MORRIS OXFORD

CAR MART, Ltd.

1952 Morris Oxford saloon; £595.—Car Mart, Ltd., 37, Davies St., Grosvenor Sq., W.1. Mayfair 5011. (C1039)

GATEHOUSE offer:—

1954 new model Morris Oxford, 5,000 miles, heater; £775.—Gatehouse Motors, Ltd., Hinchgate Village, London, N.6. Tel. Mountview 4444. (C2021)

PHILIP RICHARDS, Ltd., offer:—

1953 (June) Morris Oxford, birch grey, 9,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. (C3051)

1952 Morris Oxford saloon, green, 16,000 miles; £565. May 5242. (C3030)

1953 (October) Morris Oxford saloon 12,000 miles, immaculate condition, one owner; £665. (C3030)

LYNE, FRANK & WAGSTAFF 3-5, Crouch End Hill, N.8. Mountview 4401. (C2058)

1954 (Apr.) Morris Oxford, Clarendon grey and red, one owner, 9,000 miles, heater, immaculate condition, taxed; £665. (C2058)

1953 (July) Morris Oxford, 11,000 miles, one sealed, spare unused, taxed year, immaculate condition; £635. (C2058)

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1952 Morris Oxford, one owner, heater, immaculate condition; £595.—Bells Service Garages, 144 London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

1953 Morris Oxford, 4,400 miles only, heater, red leather, black; 2675; written guarantee; H.P. exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052-53-54 any time. [C4065]

1953 (October), one owner, 12,448 miles guaranteed, de luxe black saloon, red leather, spotless, spare unused, taxed year; £600.—Speedsters, Ltd., Horley (Surrey) 628. [C4020]

1954 (April) Morris Oxford de luxe saloon, grey, red hide, heater, one owner, 5,000 miles, perfect car, as new; £700.—Gee Cars, Ltd., 60, Queens-town Rd., S.W.3. Mac. 3363. [8546]

1953 Morris Oxford, black/red leather, one owner, 11,000 miles; written guarantee; £635.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C3022]

1953 Morris Oxford, finished black with heater, 10,000 miles only, a beautifully kept car; £645; part exchange enquiries welcomed.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

1950 Morris Oxford, maroon, heater, first-rate condition, B.M.C. guarantee, specially recommended; £485.—Dobson, Ltd., Morris Agents; £485.—Dobson, Ltd., Morris Agents, Staines 801. [C1074]

PRIDE & CLARKE, Ltd.—1953 Morris Oxford saloons, black/red, Clarendon grey/red, all low mileage, choice 3 from £599; 1952 grey/brown, £539; 1951 blue/green, heater, £489; 3 months' guarantee, terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [C3068]

Morris Oxford Cars Wanted

ALMOST new Oxford, required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

1950 1/2/3 Hirecar Limousine required, cash waiting. Alpe & Saunders Ltd., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006]

THE CAR MART, Ltd., London, wish to purchase Morris Oxford, 1953, 352, Streatham Hill, S.W.16. Streatham 0054. [0717/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS SIX

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1951 series Morris Six, pastel blue, first-class condition; £465.—Metropolitan Motors, Horn Lane, Acton, W.3. Acton 5064. [C3080]

HILLWOOD MOTORS—Morris Six, 1951, saloon, black, red leather upholstery, car gives high speeds with supreme comfort, remarkable condition, one owner, tyres almost new; £475.—Mill Hill 4232; 0619 9-8, Mon.-Sat. [8619]

Morris Six Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

REQUIRED, really good post-war Morris Six, Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MARSTON MOTOR CO., for your Morris.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham N.15. [0098/R]

XXX H. F. Edwards offer immediate cash for good Morris.—28/50, Upper High St., Epsom, Surrey, Tel. Epsom 5400. [W2001]

Morris Spares and Service

KINGSTON-ON-THAMES, Morris agents and specialists

W. WILKIN, Ltd., 1, Weston Park, and 94, Eden St., Kin. 2241-2. [84053/R]

MORRIS genuine spares and specialist service in the West End.

S. MORRIS & SONS, Cleveland Garage, Cleveland St., Tel. Mus. 1932. [0342/R]

MORRIS, the official stockists, for spares, service and repairs.

T. L. Lancaster Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0917/R]

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0925). [0471/R]

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading, Tel. 4456. [0206/R]

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R]

OLDSMOBILE

SIMPSON'S offer:—

1953 Oldsmobile Rocket 88 with hydramatic drive, radio, heater, whitewall tyres, window washers, Ocelot seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

DISTRIBUTORS (RAWLENCE), Ltd.—Sales, service and spares.—Blindley Heath, nr. Lingfield, Surrey, Tel. 350-1. [0217/R]

1949 Oldsmobile convertible, Rocket 88, all electric, radio and heater.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4955. [C4028]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerard 8600). Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576/R]

Oldsmobile Cars Wanted

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerard 8600. [0527/R]

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R]

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey, Tel. 350-1. Will buy post and pre-war models at good prices. [0113/R]

OPEL

MAYNER MOTORS, Ltd.—Opel distributors, buyers of all models; comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 23266/24944. [0526/R]

125 gns.—Opel Cadet, 1937 convertible coupe, good condition, taxed, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for sales, service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R]

PRIDE & CLARKE, Ltd., Opel Spares stockists; quotations by return.—158, Stockwell Rd., S.W.9. Brixton 6251. [0067/R]

REPAIRS at reasonable prices! Guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion, £9/5; set loose covers, £5/15; mudguards, spares by return post; quotations without obligation! Opels bought, sold.—Tarrant & Frazer, 10, Winchester House, N.W.3. Pri. 3647. [0240]

PACKARD

PACKARD sole concessionaires offer:—

1939 Packard 6 saloon with overdrive in dark grey with leather upholstery; the car in truly remarkable condition, on our test run of over 400 miles only 1 1/4 pints of oil were consumed, total mileage 61,000; a highly recommended car at the very reasonable price of £525.

1939 Packard Super 8 saloon in dark blue equipped with heater and demister, 2 fog lamps, windscreen washers, special Marchal horns, flashing and semaphore direction indicators, £315.

1939 Packard 6-cylinder saloon in black and equipped with overdrive, seat covers and fog lamp, paint, upholstery and chrome in smart condition with the exception of corrosion around the edges of the wings, mechanically in good shape with a total mileage of only 48,000; a really serviceable car at the exceptionally low price of £215.

LEONARD WILLIAMS & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middx. Ealing 5400. [8577]

1948 Packard 4-door saloon, one owner, radio and heater; £750.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4855. [C4028]

£175—Super 8 Packard enclosed driver 7-seater limousine.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Packards, 91-95, Fulham Rd., S.W.3. Kensington 4855.

7-PASSENGER modern partitioned limousines, also good condition Super-8 1937/38, cash waiting. Alpe & Saunders, Ltd., 2, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4855. [84022]

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R]

PLYMOUTH

SIMPSON'S offer:—

RHD 1951 Plymouth Cambridge, radio, heater, directional blinking signals, many other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

£695!!—Plymouth 4-door de luxe saloon, 1949 model, series P.16, 24hp, with built-in radio and heater, demister, courtesy interior lighting etc., a genuine one owner car purchased by us from the original owner, who took delivery of the car in the U.S.A. in 1949; a very genuine and completely original car throughout, faultless appearance and definitely in superb mechanical order; this car cannot fail to appeal to really fussy purchaser; recommended and guaranteed.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Open until 8 p.m. [C1035]

PONTIAC

SIMPSON'S offer:—

1952 Pontiac Chieftain, low mileage, radio and heater, completely equipped, seat covers.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015]

H. W. MOTORS Ltd., offer:—

1951 Pontiac Hydramatic-gear hard-top coupe, fitted radio and heater; £1,095.—H. W. Motors Ltd., Walton-on-Thames 2405-6. [C2042]

PONTIAC saloon (1950), 2-door, grey, excellent condition; £625.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022]

1950 (October) Pontiac Silver Streak 8-cylinder saloon, radio, heater, 34,000 miles, two owners; price £800.

STARAVIA, Blackbushe Airport, Camberley, Surrey, Tel. Camberley 1600, Ext. 250. [8582]

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers.—Wembley 8691/3903. [W4015/R]

Pontiac Spares and Service

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Fiamman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

PORSCHÉ

A.F.N., Ltd.

SOLE concessionaires for Great Britain, official service and spares.—Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0211. [C2015]

COLBORNE GARAGE, Ltd., Ripley, Surrey, Tel. 2361. Specialists in Porsche repairs and service. [0629/R]

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol Formula II racing cars. [0621/R]

PERFORMANCE CARS RACING SECTION, offer:—1953 Cooper-Lea Francis 1496cc Aerodynamic 5-str., £695; Cooper Mark 4 500 J.A.P., £295; Emerson, less engine, with trailer, ex-Daniels, £225; Atlanta, 1949, 2-seater, 2-seater, also under 1000 cc. Sports Cars.—Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

RAILTON

A-ONE MOTORS (LONDON), Ltd.—All Straight-8 models, also spares and reconditioned engines.—Tate Gallery 0192 and Vandyke 5181. [0535/R]

1938 Railton 8-cylinder d.h. coupe, green with fawn leather, carefully looked after, in good condition; £225.—Herbert Robinson, Ltd., Cambridge Tel. 4461. [8584]

Railton Cars Wanted

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey, Cobham 2848. [0650]

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. [0421/R]

H. BEART & Co., Ltd., offer:—

1952 Renault 750cc de luxe saloon, blue with blue leather, low mileage, very well maintained throughout; full details on request; £450.—102, London 1949, Kingston-on-Thames, Tel. 4456. [C1081]

PETER BANTOCK CAR SALES, offer:—

1954 (June) Renault 750, 1,800 miles only, fitted (lease covers); £550.—104, High Rd., Chiswick 2725/5870. [C1014]

AUTO SALES (LONDON), Ltd., offer:—

1952 Renault 750 cc. de luxe saloon, finished in blue, one owner, in exceptional condition; £465.

1954 series Renault Fregate saloon, small mileage, one owner, finished in blue, very carefully used car; £875.—Auto Sales (London), Ltd., Balaise Rd., N.W.6. Malda Vale 5555. [8251]

1953 Renault 750 4-door saloon, immaculate condition; £495.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Sur. 2874-5. [8611]

ALAN & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

1953 Renault 750 saloon, finished bronze, beige leather, fitted heater, windscreen washers, specially modified engine, twin carburetors, low mileage, immaculate condition throughout; £525. [C1001]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, Established 1909, offer:—

1954 Fregate 2-litre saloon de luxe, black/grey, special demonstrator, taxed, 5,000 miles; £995.

1954 750 saloon, sun roof, demonstrator, taxed, 8,000 miles, grey/red; £575.

1953 model 750 saloon, black leather upholstery, heater, screen washer, luggage rack, many extras; £455.

1952 model 750 saloon de luxe, green, leather, taxed; £425.

1952 model 760 saloon, grey cloth, luggage carrier, covers, taxed; £375. [C4070]

1950 Renault 760 saloon, excellent, guaranteed; £285; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078]

RENAULT 750cc de luxe 1950, right-hand drive, nearly new Michelin, maroon; £375.—Kenwyn Cottage, 185A, Pampisford Rd., Croydon 5038. [8688]

NEW Fregate, Admiral 2-litre saloon, immediate delivery; £1,175; terms, exchanges.—Russell Garages, Southport, Lancs. Tel. Maghull 456. [8649]

Renault Cars Wanted

MAYFAIR GARAGES, Ltd.—Top cash prices for Renaults.—Balderton St., W.1. Mayfair 3104. [0416]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1875, purchase all models. [W4070/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R]

RILEY

MAIDSTONE ENGINEERING CO.

1948-9 Riley 2 1/4-litre Sportsmans saloon, finished in unblemished black with green leather interior throughout and carpets to match, all in really excellent condition; whole car is very good and new battery recently fitted; the performance of this car is exceptionally good and she will average 25mpg at normal cruising speed, uses virtually no oil, a most attractive example and far above average; a genuine bargain at £490; choice of 4 Rileys; terms, exchanges. **CROSS** St., Pendleton, Salford, 6, Manchester, Pen. 3457. [C3000]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

PC
PERFORMANCE CARS ANNEXE NUMBER 2.—Good selection of guaranteed Rileys; we select from 150 cars:—

RILEY 1½-litre sports saloon, 1947, £465; **RILEY** 1½-litre Touring saloon, 1939, £265.
RILEY 16/4 Blue Streak Kestrel and Adelphi saloons, 1938, 2 from £245; **RILEY** 15/6 Adelphi saloon, 1938, £195.
RILEY 1½-litre Adelphi saloon, 1937, £295; **RILEY** 1½-litre Merlin saloon, 1937, £225.
RILEY 1½-litre Merlin saloon, 1936, £195; **RILEY** 1½-litre Falcon saloon, 1936, 2 from £125.
RILEY 9 Monaco saloon, 1936, £195; **RILEY** 9 2-seater special, £255.
RILEY 9 Imp, 2-seater, 1935, £255; **RILEY** 1½-litre Lynx tourer, 1936, £225.
IMMEDIATE hire purchase, insurance and part exchanges. See also under "Sports Cars."
PERFORMANCE CARS Great West Rd., Brentford, Middx. Ealing 3841. [C3041]

GORDON & GLYNN,
ENGLAND'S largest dealers specialising in Rileys, offer the following selection from stock:—

£325—1938 Kestrel 1½ manual gear box and over-engine car.
£275—1937 1½-litre Kestrel Sprite, S.S. 27K series, a delightful example of this classic model, motors superbly, fitted brand new tyres and many extras, taxed.
£245—1937 14hp Adelphi, excellent appearance, recellulosed in Riley grey, mechanically spot on, and a really smooth, powerful motor, good tyres, twin spots, etc.
£175—1934 9hp Lynx open 4-seater sports, manual box, excellent condition throughout, good interior leather, new battery, etc.
£145—1936 Gamecock open 2-seater sports, a beautiful little car in every way, just overhauled completely, bills available, fitted chromed liners, crankshaft reground, etc., etc., good tyres, taxed December.
£45—1932 Monaco, jolly good runner, taxed.

THE above cars can be purchased with the utmost confidence, each one is thoroughly workshop-checked; open every week-day from 9.30 a.m. to 6 p.m. (Saturdays included).
GORDON & GLYNN, 189/195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Square Tube). Sloane 8326/4426. [C2075]

MAYFAIR COUNTRY CARS offer:—

1951 (April) 2½ saloon, black, brown leather, superb condition; £695.
1947 (October) 1½ saloon, black, brown leather, low mileage; £495.
1938 16/4 saloon, excellent condition, overdrive; £275.
EASIEST of terms; exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0131. [C3008]

GUY SALMON AUTOMOBILES offer:—

1952-3 Riley 2½-litre saloon (R.M.F. series), fitted every conceivable extra including mains-operated engine pre-heater, windscreen sprays, twin speaker H.M.V. radio, tartan loose covers, heater and demister, a really outstanding example; £875.
1952 (August) Riley 1½-litre saloon, maroon, beige leather, one owner, immaculate condition; £795.—Portsmouth Rd., Thames Ditton. Embrook 5551-2-3. [C4001]

H. A. SAUNDERS, Ltd., Golders Green, offer:—

1954 Riley 1½-litre, black/beige, heater; £1,205/5/11.
AUSTIN House, 140-144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [C4004]
RILEY 1½-litre saloon (1948), beige/green; £525.

STRATSTONE, 40, Berkeley St., W.1. Mayfair 4404. [C4022]

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1952 (July) 2½-litre saloon, black, red leather, one owner, mileage 23,000, many extras; £875.
1952 (Feb.) 2½-litre saloon, grey red leather, one owner, mileage 20,000; £845.
1949 (Jan.) 1½-litre saloon, black, brown leather and cloth, 48,000 miles; £595.

AUTHORIZED to issue B.M.C. warranty to cars which qualify.
49, Sloane Sq., London, S.W.1. Tel. Sloane 4727. [C1048]

RILEY 2½ roadster, black, May, 1950; £575.—Box 7943. [E538]

CLARKE & TAYLOR, Ltd., Welwyn By-Pass, Herts. Welwyn 421/2, offer:—

1951 2½-litre Riley saloon, finished black, fawn leather, fitted heater, screen washers, immaculate condition throughout; £735. [C1001]

£70—1933 Riley 2 tourer, good condition.—Tel. Fro. 5948 after 6 p.m. [E672]

1950 2½-litre saloon, black, radio and heater, new engine fitted; £580.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Bus. 2874-5. [E610]

£95—or near offer.—1934 Monaco saloon, engine excellent.—Tel. Haslemere 402. [E625]

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221 Successors to Lewes Motors, Ltd. [E637 R]

BEARTS, of Kingston, Riley specialists, sales spares, repairs.—102, Kingston Rd., Kingston. Kingston 3348. [0079 R]

1947 (October) 1½-litre saloon, finished in black with brown hide, fitted loose covers and many extras; £475.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0283. [C2033]

£595—1948 Riley 2½ saloon, excellent condition.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010]

1950 (August) 2½ saloon, heater, green/beige, really excellent; £595.—Bailey, Kingway, Swansea 4344, 68235 House. [E675]

1948 (October) Riley 2½ saloon, black/brown leather, superb condition; £565.—Ruislip Motors, Ltd., West End Rd., Ruislip. Ruislip 4340. [E774]

RILEY

£495!!! Riley 1½-litre saloon, 1948, fitted radio value, and heater, a very nice car all round, superb value.
£625!!! Riley 1½-litre saloon, 1950, bronze with red leather, heater and screen washers, nominal mileage.
£650!!! Riley 2½-litre saloon, Jan. 1950, with radio and heater, Regency seat covers. Undersealed and faultlessly maintained in every sense, one owner only.
£695!!! Riley 2½-litre saloon, 1951, mechanically in a class of its own, just serviced and checked over by distributors, Motoroller radio, heater, sun.
CHOICE of 4 9hp saloons, 1933 to 1936, from £75.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue. Open until 8 p.m. [C1035]

1947 Riley 2½-litre saloon, very nice car.—Green & Zonis, Ltd., 245-252, Deansgate, Manchester. [C2026]

1950 (May) Riley 2½-litre saloon, maroon, heater, one owner exceptional, 20,000 miles; £725.—Lidd., Temple Bar 3338. [C4029]

1953 (July) 2½-litre Riley saloon, black, radio, heater, one owner, condition as new, guaranteed; £995; also—

1952 (June) 1½-litre Riley, engine 14,000 miles, spare unused, one owner, looks brand new; £875.

RIPCO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2953-5. [C3052]

1950 Riley 2½-litre saloon, black, radio and heater, only 34,000 miles, in exceptional condition; £725.

CASTLE'S, Church Gate, Leicester. Tel. 65251. [E608]

1948 Riley 1½-litre saloon, H.M.V. loose covers, etc., fine appearance, splendid mechanical condition; £545—written guarantee, H.P.; exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065]

ARCHIE SIMONS & Co., Ltd.—1947 Riley 1½-litre saloon, colour black, one owner, specimen car for the year; £525.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

1954 (June) Riley 1½-litre saloon, grey, red leather, 4,000 miles only, indistinguishable new; £775.—C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821 5. [C3040]

1954 (July) Riley Pathfinder, black/brown upholstery, 2,000 miles only, quite indistinguishable from new; £1,400.—Organs of Oxford, 242-254, Banbury Rd., Tel. Oxford 56813/4. [C3040]

REGISTERED June, 1954, Riley 1½-litre sports saloon, blue/black, fitted heater and seat covers, etc., 3,000 miles only; £1,095.—Ray Powell, Ltd., Eastern Ave., Ilford, Essex. Valentine 3468. [E734]

1953 Riley 2½-litre saloon, black with green leather, heater, one owner, in excellent condition; £975.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [E583]

£265—Riley 1½-litre special overdrive saloon, 1959 type, delivered 1936, free wheel, superb mechanically, most exceptional and rare car; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

1953 Riley 1½-litre saloon, autumn red with red leather, one owner, 12,000 miles, as new; £825.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [E7724]

1948 Riley 2½-litre saloon, black, fitted heater, really excellent condition, both mechanically and appearance; £515.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 7026. [C2019]

A n enlarged Riley sales and service depot at the leading Riley distributors for the area, new and used cars on show, demonstrations by appointment. Tel. or write Coventry Motor Mart, Ltd., Coventry 2146-7. [0446/R]

1937 1½-litre Kestrel 6-light saloon, black, red leather, complete overhaul, bills for over £150 including reconditioned gear box, bills for over £200; available, new tyres throughout, best offer over £200; must sell by end of Sept., overseas appointment.—K. Sutton, 477, Sidcup Rd., Eltham, S.E.9. Gra. 4609. [E370]

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube). N.W.3. Ham. 6041. [W4013/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

RILEY cars all models for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

YORKSHIRE—The Riley Buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R]

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. [W3006]

RILEY buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [W3018]

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing. [W3041]

REQUIRED, really good post-war Riley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [W2000]

THE CAR MART, Ltd., London, wish to purchase Riley cars.—362, Streatham High Rd., S.W.16. Streatham 0054. [0969/R]

URGENTLY required 1946-53 Riley 1½-litre saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [E7975]

RILEY 1½-litre and 2½-litre saloons, 1950-1953, urgently wanted; must be low mileage; distance no object.—Green and Zonis, 245-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2026]

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill S.E.23. Forest Hill 0246/R

ARCOT ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169 Fulham Rd., S.W.3. Kensington 7301. [0243/R]

ALL Riley sales, spares and service facilities are available; new and used models in stock; Rileys wanted in part exchange.—Tel. the Coventry Motor Mart, Ltd., at Coventry 2146-7. [0443]

J. JAMES (LONDON), Ltd. carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carrage Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0932/R]

RILEY distributors for 28 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [E622]

REPAIRS, reasonable prices! Gears, reconditioned guaranteed gear boxes (including overdrive), engines, shock absorbers, quotations free; trade discount; cars bought, sold.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0986]

ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [C1082]

JACK

OLDING & Co (MOTORS), Ltd., official Rolls-Royce and Bentley retailers, offer from their selection of used Rolls-Royce cars:—

SILVER Wraith 1932 Park Ward 6-light saloon, two shades of green with green leather, 800 miles only.

SILVER Wraith 1950 H. J. Mulliner touring limousine, under 35,000 miles, dark blue with blue hide; £3,950.

SILVER Wraith 1948 James Young 2-door saloon, black with grey hide, 24,800 miles; £2,950.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030]

RIPPOON.

RIPPOON.

RIPPOON BROS., Ltd.

The leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPOON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R]

VINTAGE AUTOS.

The pre-war Rolls-Royce specialists.

ROLLS 20 1929 owner driver saloon; £265.

ROLLS 20 1928 sports tourer; £325.

ROLLS 25 1932 owner driver saloon, with boot; £395.

ROLLS 25 1932/3 sports saloon, with boot; £465.

ROLLS 25 1934/5 saloon, Rolls history; £465.

AWAYS a good selection of all types at very competitive prices.

66, London Rd., Tooting. Tel. Mitcham 3951. [C4079]

H. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Freestone & Webb sports saloon, with division, black with beige hide; £4,250.

1949 H. J. Mulliner sports saloon, with sunshine roof, black with beige hide; £3,500.

1937 25/30 saloon by Gurney Nutting, black, with brown hide; £595.

1936 sports saloon by Freestone & Webb, black, 2-door, immaculate; £1,195.

1935 20/25 Freestone & Webb sports saloon, two-tone grey with grey hide; £895.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032]

PB, Ltd., offer:—

1935 20/25 Rolls-Royce with owner-driver saloon by H. J. Mulliner, chassis and body in beautiful condition.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033]

TOM GARNER, Ltd., offer:—

1949 Rolls-Royce Silver Wraith 4-light sports saloon by Park Ward, duo green, 18,000 miles only; £2,975.

2 Blackfries 9265 6-7. [C2020]

MANN EGERTON & Co., Ltd.

1947 Rolls-Royce Silver Wraith touring limousine, by Hooper, black with fawn leather upholstery; £2,550.

MANN EGERTON & Co., Ltd.

14, Berkeley St., W.1. Hyde Park 2073. [C2008]

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1949 (July delivery) Silver Wraith drop head four, some coupe by Messrs. Gurney Nutting, grey with maroon hide, 22,000 miles only, one owner, maker's history, this unusual and beautiful car is in impeccable condition; £3,150.

1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE
SWANMORE GARAGE offer:—

1939 Rolls-Royce Wraith, excellent history, magnificent semi-racer body; £1,475.
1937 Rolls-Royce Ph. III saloon, immaculate throughout, attractive H. J. Mulliner body, large boot, £400 overhaul; £1,055.
1933 Rolls-Royce Ph. II by Park Ward, grey/green leather, very attractive; £595.
EXCHANGES a pleasure. Telephone Southbourne 45344.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Boscombe East. [C3024]

MASCOT MOTORS, Ltd., offer:—

1938 30hp Arthur Mulliner sports saloon with division, £1,075.
1937 30hp Crosbie & Dunn 6-light, owner driven saloon; £850.
1936 30hp Barker owner driven saloon with division; £500.
1935 25hp Gurney Nutting fixed head fourseater coupe; £750.
1934 25hp Park Ward sports saloon; £650.

1933 25hp Thrupp and Maher v sports saloon; £550.
1931 25hp with post-war sports fourseater coupe; £450.

237—243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007]

CHIPSTEAD MOTORS, Ltd., offer:—

22hp Replica streamlined d/h coupe, Ace discs, bumpers, heater, pass lamps, etc., etc.
25hp 1935 saloon by Park Ward, black, new tyres, fitted heater, sunshine roof, recent extensive overhaul; £445.
25hp 1935 sports saloon by Freestone & Webb, smart and attractive car; £695.
25hp late 1936 most attractive low Continental fixed head fourseater coupe and reconditioned engine, black/leather, large boot, discs, bumpers, etc., specimen; £750.

1934 Rolls-Royce 20/25 Gurney Nutting fourseater d/h coupe, black, engine good condition; £545.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Faxman 0532/7253/7154. [C1046]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1929 Rolls-Royce Phantom II 7-seater limousine, 2 owners only and in exceptional condition throughout; £210.

PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. [C3044]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1934 Rolls-Royce 20/25 Duffell & Maberly saloon, in perfect condition; £650.

COOMBS & SONS (GUILDFORD), Ltd., St. Catherine's Garage, Portsmouth Rd., Guildford, Surrey, Tel. Guildford 62907. [C3051]

BROOKLANDS—Individuality new and used cars.

1948 Rolls-Royce Silver Wraith 7-passenger Sedan, de Ville by H. V. Mulliner, low mileage; buy or sell with confidence; open 9 until 7.

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029]

HEARSES!!! Bearer and Deck delivery from stock also other makes from £1150.

A LPE AND SAUNDERS (COACHBUILDERS), Ltd., A Station Approach, Kew Gardens, Tel. Richmond 1161. [C1955]

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 Rolls-Royce Silver Dawn, fitted special 4-door sal, by James Young incorporating electric d/h, this very beautiful and unique car has covered 2,900 miles only and is finished in attractive shade of blue with grey hide.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE—Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

GORDON CARS (LONDON), Ltd.—1935 Rolls-Royce Sedan, de Ville, one titled owner, low mileage; £695.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C3023]

1939 Rolls-Royce Phantom II 7-passenger limousine, one owner—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010]

1939 Rolls-Royce Wraith semi-racer edged sports saloon with division, small mileage, Rolls history, overhauled, immaculate; London—Box 7671. [C453]

1932 Rolls-Royce 20/25 Park Ward owner-driver saloon, numerous extras, outstanding condition; £585; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

ROLLS-ROYCE saloons and limousines, all models, at bargain prices—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., W.6 Riverside 7644. [C639]

ROLLS-ROYCE Last Phantom II, 1929, by H. J. Mulliner, just overhauled Rolls agent, 15mpg, v.g.; £250.—Somerset-Fry, Frensham 1895. [C702]

R. C. MORTLAKE offers: Wraith 25/30 Rolls-Royce, semi-racer edged owner-driver sports saloon, radio, heater, in exceptionally fine order.—253, Kensal Rd., London W.10. Arnold 4604/6452. [C1042]

EDWARDS & CO. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3) officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [C743]

ROLLS touring limousine by Hooper, electrically operated partition, finished in black with brown leather, 42,000 miles, full Rolls history and report available for inspection.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Gro. 4141. [C259]

1935 20/25 Rolls-Royce Brougham de Ville; this vehicle has exceptionally good Rolls history and in genuine condition throughout; £695.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

ROLLS-ROYCE

A & S Limousines 1936/37 partitioned swept tail 30hp Limousine (Hooper, Thrupp, Rippon), forward occasional, excellent condition carriages, certified mechanically, black, reasonable prices.

LIMOUSINE 1937/30hp partitioned Hooper Deluxe Coachwork, wide occasional, black, privately owned, mileage 49,000, magnificent condition throughout; £1045.

LIMOUSINE 1938/30hp partitioned Rippon, widest occasional, exceptional order, black, £1075. Immaculate.

WRAITH 1939/30hp partitioned Hooper Deluxe Limousine, widest occasional, meticulously maintained, black, excellent throughout; £1345.

1947 Silver Wraith Hooper Deluxe Touring Limousine, electric partition, additional occasional, boot, leather throughout, reasonable mileage; £2245.

A LPE AND SAUNDERS LIMITED (Seven Passenger Rolls-Royce Specialists), Providence Court, North Audley Street, Mayfair-2941. [C1006]

SEPTEMBER 1932 25 Rolls-Royce closed driver limousine, full face-forward seats, body A. Mulliner, one owner, Rolls-Royce maintained, 77,000 miles, mechanically sound, all new tyres, 2 spares, discs, taxed; £585.

WRAITH 1939 Windover, fully razor edged with electric division, finished black, heater, radio; this is one of the finest examples of the Wraith in the country, 65,000 miles, complete history available.

1935 20/25 Park Ward 4-light saloon, in maroon and black and brown hide upholstery, radio and heater, loose covers to front seat, 18,000 miles since complete overhaul, new radiator and battery in last 12 months; £681.

NORTHBROOK MOTORS, Ltd., Rolls-Royce and Bentley repairers, Tel. Paddington 2403-4. [C816]

G & M ALFRED (1936), Ltd.—1937 Rolls-Royce 25/30 owner-driver swept back saloon, £600 recently spent, engine reconditioned by Messrs. Rolls, outstanding condition throughout.—6-7, Warren St., W.1. Euston 5264. [C1005]

1938 Rolls-Royce Phantom III close-coupled semi-racer, razor-edged owner driver saloon, magnificent condition, an unrepeatable low mileage car.—Taylor & Crawley, 42a, South Audley St. (entrance Adams Row) Mayfair, W.1. Gro. 6981. [C4056]

ROLLS-ROYCE 25/30, Sept. 1936, sports saloon by Park Ward, with boot, black, beige leather, raked steering, 11,025 miles, complete overhaul by makers, H.M.V. radio, heater, permanent jacks, one owner since new; £975.—Ross Bros., Ltd., Ben Rhyd-ning, Ilkley, Tel. Ilkley 1030. [C850]

1936 25hp Rolls-Royce, fitted with owner-driver saloon body by Windovers; this car has had one owner only and has been stored for the majority of its life; total mileage to date 50,000; all tyres are in excellent condition, complete body interior and exterior, are as new, occasional seats are fitted behind the two front seats, giving seating accommodation for 7 people; £795.—Reynolds, 32, Castle St., Cambridge. [C152]

Rolls-Royce Cars Wanted

C THE CAR MART, Ltd.—Official Retailers, wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1070/R]

JACK OLDING & Co. (MOTORS), Ltd., official retailers, purchase good used Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. [C3030]

J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369. [C498/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.5 Ham. 6041. [C4018/R]

1937 25/30 owner-driver saloon or sedan in outstanding condition.—Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. [C1912/R]

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

WE are anxious to purchase good pre-war Rolls-Royce and Bentley cars.—197, Fulham Rd., Kensington, London, S.W.3. Faxman 0552/7253/7154. [C1046]

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 3362. [C345/R]

MASCOT MOTORS, Ltd., are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2. [C3007]

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [C350/R]

Rolls-Royce Spares and Service

JACK OLDING & Co. (MOTORS), Ltd., official Rolls-Royce service, overhaul and renovations.—84-90, Holland Park Ave., Kensington. Park 5077. [C3030]

SERVICE reception in Mayfair, 18, Providence Court, North Audley St., Mayfair 5242. [C1006/R]

JACK BARCLAY (SERVICE), Ltd.

LARGEST official repairers Rolls-Royce cars. Servicing or overhaul work, coachwork renovations and accident work; large stocks of spares.—Danvers St., Chelsea, S.W.3. Off Chelsea Embankment, near Battersea Bridge. Faxman 2223. [C1082/R]

CHARLES FOLLETT, Ltd., officially appointed repairers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [C614/R]

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3362. [C064/R]

ROVER 10

£495—1947 Rover 10 saloon.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. [C1010]

ROVER 10 (Nov.) 1946 saloon, black, brown leather, one owner driver, excellent condition; £490.—Box 3018.

1939 Rover 10 saloon, really excellent condition for age, same look as '47, taxed; £365; terms and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (nearest Tube, Camden Town Station). Euston 2700 and 8994. [C3059]

£245!!!—Rover 10hp 4-door saloon, 1938, very genuine car, one owner for many years, coachwork original and most attractive, spick and span interior, bills available for extensive mechanical work, the show car in first rate order, strongly recommended.

£375!!!—Rover 10hp saloon, 1940, prototype of the post-war model, all late type features, full luxury equipment.

£545!!!—Rover 10hp saloon de luxe, Dec., 1947, fitted radio and heater, another exceptional specimen in entirely original condition from stem to stern, excellent appearance, faultlessly maintained, one owner.

£525!!!—Rover 10hp saloon de luxe, 1947, also December delivery, with H.M.V. radio, heater built-in, coachwork just recolloured in suede green, very smart and attractive example, excellent tyres.

£475!!!—Rover 10hp 4-door saloon de luxe, 1946, recently overhauled by Rovers and in first class mechanical order, remainder of car original, two owners.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open until 8 p.m. [C1035]

ROVER 12

1938 Rover 12, just recolloured black, immaculate; £235; terms available.—Colindale 7542. [C742]

1947 Rover 12 saloon, black, car completely reconditioned; £525.—Hale Motors, Ltd., 1, Post 7771-4. [C3077]

£165!!!—Rover 12 saloon, 1936, just reboiled, exceptional.—Traynor Motors, 155, High St., South, East Ham. Grangeview 2530. [C4032]

ROVER 12, 1938 model, rewired, second engine fitted, 11,000 miles, new brake linings, 2 tyres, cutout, horn, etc., wireless, taxed, immac. cond.; £306.—Box 8019. [C792]

1947 Rover 12, blue, in exceptional condition, exchange Morris Minor convertible.—Lodsons, Royston, Herts. Tel. 2261-2. [C441]

£565!!!—Rover 12hp special post-war 4-seater roadster, 1952 registration but of 1948 manufacture, immaculate finish in pale grey with dark green leather upholstery, built-in heater, tonneau cover, pass lights and Windomex, bills for considerable sum available showing the engine has been completely overhauled very recently, this car is in superb mechanical order, a trial will convince.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open until 8 p.m. [C1035]

ROVER 14

£149—1937 Rover 14 6-light saloon, good condition, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

£495!!!—1947 Rover 14 de luxe saloon, speedometer reads 27,000, but whole vehicle literally looks and runs like brand new.—Below.

£295!!!—1958-9 Rover 14 saloon de luxe, magnificently maintained, looks and runs as well as post-war vehicle advertised above, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1937 Rover 14 sports saloon, green/green leather, 2 owners since new, well above average condition for age, any inspection invited; £225.—Trinity Cars, 34, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

£525!!!—Rover 14hp sportsman's 4-light saloon, 1947, extras totalling well over £100, including built-in heater, very efficient leather, leather seat covers, screenwashers, Fram Oil Coil, passlights, Mellotone horns, late property of local engineer, expertly maintained since new and indisputably a fine car in the mechanical sense, recommended.

£375!!!—Rover 14hp special drop head fourseater coupe, 1940, very late type model with post-war leather, sunroof, very carefully looked after, fully equipped, will satisfy the most exacting inspection; £485.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open until 8 p.m. [C1035]

ROVER 16

1938 Rover 16 saloon, good condition throughout; £165.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1947 Rover 16 saloon, black, radio, heater; £550.—Odeon Motors, Ltd., Barnet 1144. [C3028]

1946 (September) Rover 16 saloon, black, brown leather, sunroof, very carefully looked after, fully equipped, will satisfy the most exacting inspection; £485.

HAROLD SIMONS, Ltd., 397-401, High Rd., East Finchley, N.2. Finchley 0052-53-54, anytime. [C4065]

£495!!!—1947 Rover 16 sports saloon, bodywork like new, speedometer reads 19,000, but vehicle looks and runs like a 5,000-mile; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

£525!!!—Rover 16hp sportsman's 4-light saloon, 1947, one wealthy owner since new, bills available for regular servicing by county Rover distributors, new Fort Dunlop tyres and Lifeguard tubes, a beauty.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open until 8 p.m. [C1035]

1947 Rover 16 6-light black sports saloon, brown leather upholstery, splendid condition, excellent tyres, front overriders, twin horns, recently thoroughly surveyed and serviced, well worthy inspection and trial to arrive at sound value for your offer.—Call or phone Michael Jackson, "Littletway," Bickley Park Rd., Bromley. Tel. Imperial 3582. [C715]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER (60, 75 and 90)

COX'S OF LEICESTER offer—

1954 Rover 90, 7,000 miles, black and red leather, faultless condition; £1,275.
1953 Rover 75, 15,000 miles, sage green with matching leather, one owner, as new; £1,095.
COX'S MOTORS (Leicester), Ltd., 11/15, Conduit St., Leicester. Tel. 60319/20025. [C1059]

MAIDSTONE ENGINEERING CO.

1948-9 Rover, October registration, 75 saloon, 6-light, this is a remarkable example, colour is black and is literally unblemished, the interior is upholstered in grey leather with carpets to match, all of which are equal to new; this car has been maintained in really excellent condition and is superior to many 1954 cars, mechanically the car is absolutely silent, one has to glance at the oil gauge to be sure that its engine is running, whole car equal to new, fitted heater, etc., twin chrome windtone horns, chrome centre pass lamp; open to any trial or examination, a most immaculate specimen for the gentleman who prefers something out of the ordinary; terms, exchanges; £595.
CROSS ST., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

1953 Rover 75 saloon, black, genuine 9,000 miles, one owner, guaranteed; £1,060.
R IPOO, Ltd. (Rovers purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2953-4. [C3052]

1954 Rover 90 saloon, black and red, small mileage, as new.—Dunham & Haines, Luton 2100. [C1079]

1949 Rover 75 sports saloon, black/grey, heater, radio; £595.—Dunham & Haines, Luton 2100. [C1079]

1953 Rover 75, black, low mileage, immaculate, £1,045.—Rover Distributors, Elliotts of Bideford, Tel. 744. [8762]

1948 Rover 75 saloon, black with green leather interior, moderate mileage, exceptional condition all round; £550.
G ROVE GARAGE & MOTORS, 295/7, Fore St., Edmondton, N.9. Tel. Edmondton 4162/6050. [8812]

1949 Rover 75 saloon, black/red leather, heater, excellent condition; £625. Ruisslip Motors, Ltd., West End Rd., Ruisslip. Ruisslip 4340. [8775]

ROVER 90, works mileage; part exchanges, terms.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent Mews, S.W.1. S.O. 5215. [C4036]

1948 Rover 75, one owner, very good example; £550.—Bells Service Garages, 144, London Rd., Kingston 1135. [C1016]

£1350—1954 (September) 90 saloon, black, 100 miles only or would exchange new 90 in grey.—Box 8015. [C1053]

1954 only.—Sydney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006]

1954 Rover 90, works mileage.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [C3006]

1954 Rover 90, new, available from stock (one only); £1,297/7/6.—Nutt Motors, North Rd., Brighton 25050. [8643]

1949 Rover 75 P3, one careful owner, superb order; £645.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019]

1951 Rover 75 P4 saloon, black with grey leather, H.M.V. motor, heater, low mileage, one owner, superb condition; £875. [C1036]

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

1951 Rover P4 sal., cream/red leather, radio, special 3-carburettor engine modification costing £150, 22,800 miles, one owner; £875.—May 5242. [C3030]

1954 (August) Rover 60 saloon, green, under 500 miles; list price, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.1. Bayswater 4274. [C4035]

1954 Rover 90 saloon, 2,000 miles only; £1,265.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [C1057]

1952 Rover P4, blue, one private owner, maintained only by Rovers of Fulham, very good original condition; £900; larger car purchased only reason for sale.—Box 7963. [8650]

£965!!!—Rover 75 saloon, 1952, a one owner car, 15,300 miles but looks decidedly less, colour black with unblemished red leather upholstery, original tyres still good for many more miles of service.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue; open until 8 p.m. [C1035]

£645!!!—1948-9 Rover 60 de luxe saloon, spotless, rare condition vehicle, just had routine re-conditioning costing nearly £100; whole vehicle looks and runs like new; 3 months' guarantee; hire purchase, exchanges.
AMBS OF WOOD GREEN, Finchley Showrooms, L 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

OFFERED by—

EVANS (WIMBLEDON), Ltd., A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon) Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [C1055]

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), offer from the finest stock of reconditioned and guaranteed Land-Rovers in the country.—Hudson, Alexandra Rd., Wimbledon 0163/4. [C1055]

1954 model Land-Rover 36in wheelbase, 3,000 miles, condition as new, accessories include indicators, spot lamp, twin mirrors, extra screen wiper, mats front and rear, Dunlop seats in rear; £650.
1954 model Land-Rover 36in wheelbase, 8,000 miles, one owner, indicators, outstanding condition; £610. [C1055]

1953 Land-Rover, 8,000 miles, one owner; £545.
1953 Land-Rover, 17,000 miles, one owner; £495.
1952 Land-Rover, 18,000 miles, one owner; £455.
1951 Land-Rover, 16,000 miles, one owner, Dunlop seats in rear; £425.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0256. [C2039]

LAND-ROVER

1952 Land-Rover, one owner, used only on roads, green, £450.—Below—
1951 Land-Rover utility vehicle, green, one owner, used for private motoring only; £395.—Hale Motors, Ltd. Tot. 7771-4. [C2077]

HARVEY HUDSON, Ltd. (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ROVER MISCELLANEOUS

HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT WEST ROAD (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.

BEARTS, of Kingston, Rover Specialists, sales, spares, repairs.—102 London Rd., Kingston. Kingston 3348. [10080/R]

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rover.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars, offers appreciated.—Portsmouth Rd., [C242/R]

ALMOST new Rover required at once.—54, Streatham Hill, S.W.2. [W3016]

REQUIRED, an excellent Rover.—Cobb, 30, Harley House, London, N.W.1. [W1086]

REQUIRED, really good Rover.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROVER buyers.—Motourists (London), Ltd., Gt. North Rd. E. Finchley Station, N.2. Tudor 2301-2. [W3018]

ROVER wanted, post-war, saloon, coupe or tourer.—Gordon Wooderson, 45a, Drexel Rd., S.W.16. Streatham 8638. [W4059]

GORDON & GYNN, 189/195, Pavilion Rd., S.W.1. urgently require '34' 39 Rover sports saloons, drop head coupes and sports tourers for cash.—Sloane 8326/426. [W2075]

POST-WAR Rovers wanted.—Wilson's Automobiles & Coachworks, Ltd., 34, Acree Lane, Brixton, S.W.2. Brixton 4011. 3, Dorking Rd., Epsom, Surrey. Epsom 5901. [10567/R]

Rover Spares and Service

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [C1019/R]

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood Middle Tel. 777 (4 lines). [10009/R]

LEIGH PARK MOTORS, Ltd., Datchet, Slough. Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [10047/R]

P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares, service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R]

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester 8. Tel. Blackfriars 2302. [10556/R]

SIMCA

ANTHONY CROOK, Simca distributors, new and used models, largest selection.

ANTHONY CROOK MOTORS, Caterham Hill, Surrey. Tel. 2232. [C1065]

ARONDE 1954, low mileage, as new, heater; H.P. exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Primrose 6159. [10685]

1953 Aronde, genuine 12,500 miles, as new, extras guaranteed; £695.—G. V. Rushmer, 59, Holland Park, W.11. Park 5731. [C3061]

1954 Simca Aronde, 2,600 miles, grey, taxed, as new; £829; terms, exchanges.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [18601]

1954 Simca Aronde saloon, black, trimmed grey, nominal mileage only (not yet registered).—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [18640]

SIMCA Aronde—Several demonstrations cars available; very low mileage and maintained in perfect condition.—Details from Fiat (England), Ltd., Water Rd. Wembley Tel. Perivale 5651. [10395/R]

1953 Simca saloon, actual show car, radio, loose covers, fog lamps, etc., genuinely indistinguishable from new; £750; part exchange, etc.—Auto-work, Ltd., Southgate St., Winchester. Tel. 4665. [8718]

REQUIRED, really good post-war Simca.—Edwards, Amenbury Lane, Harpenden, Herts.—Harpenden 118. [W2000]

SINGER

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

1949 Singer S.M.1500 saloon, original black cellulose, beige leather interior, carefully driven and maintained at all times, very sound mechanically, nearly new tyres, 40mpg or £108/9 deposit.
HIRE-PURCHASE terms on the spot with no reference, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. At Maile Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047]

PARADE MOTORS (MITCHAM), Ltd., offer:—
1939 Singer 4-seater tourer, red, in really first-class condition; £245.
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3592. [C3036]

G. E. LAWRENCE (MOTORS), Ltd., Singer distributors, New St., Aylesbury. Tel. 368.
OFFERS late 1953 model S.M. 1500 saloon, first registered at Easter, 1954, finished in metallic silver with dark red upholstery, fitted with special 6.40x16 Air-tide tyres, fog lamps, Ace Rimblenders, covered 6,999 miles only, guaranteed absolutely as new; bargain; £650; terms. [8536]

1951 Singer 4AB roadster in excellent condition; £595; 3 months' warranty; part exchanges and H.P. terms arranged.—Arthur E. Gould, Ltd., 8-14, Meard St., W.1. Gerrard 3970. [8560]

£99!!!—Don't miss this; 1938 Singer 9 Bantam saloon, economical and sound loose covers, go anywhere. Tel. 4-2 Motors 100 Palmerston Rd., N.W.6. Mai 4723. [C1011]

89gms.—Singer 9, 1936 de luxe 4-door saloon, sliding head, leather, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Singer Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—
SINGER cars all models for cash.

AUSTIN Green, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004]

ALL Singer models wanted urgently; inspection arranged anywhere in the country.
GORDON CARS (LONDON), Ltd., 26, Northend Rd. (opposite Golders Green Station), N.W.11. Speedwell 4701. [7044]

Singer Spares and Service
THE Singer Agents for spares service repairs, Auto-menders, Ltd. Lowther Garage Ferry Rd., Barnes, S.W.13. Riverside 6496. [10754/R]

LANCASHIRE'S premier stockists.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091. [6109]

GORDON CARS (LONDON), Ltd., the London Singer distributors, for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701/2. [10605/R]

ALLEN OF BRISTOL—Singer distributors, for Somerset and South Gloucestershire, comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 2514. [3219]

SPORTS CARS

HRG
1949 black 1500cc car, genuine mileage, works maintained, full history and details of overhaul, latest type rear brakes, oil filter and racing sump, manual ignition, never used in competition, only for touring; a very smart and enviable car; £435; terms, exchanges.—Highams Park Garages, Ltd., Beverley Rd., Highams Park, London, E.4. Larkwood 7206 or 2031. [C1086]

B. G. MOTORS offer:—
£185—Talbot 105 Vanden Plas open speedmodel black, 4-seater, black and red, superlative order, 3 months' written guarantee.
£155—Riley 9 March Special open sports 4-seater, gunmetal and red, slab tank, foldflat screen and all the gubbins.
£130—Ford 8 Special open sports 4-seater, positively immaculate in red cellulose with new hood and tonneau cover.
£125—Morris 8 open semi-sports 4-seater, 1937 model, fitted new engine, new hood and tonneau cover, a bargain.
£125—M.G. 8hp open sports 4-seater, black, twin carbs, 4-speeds, knock-on wheels, etc.
£115—M.G. 12hp open sports 4-seater in Cambridge blue and chromium, a pretty car in original order.
£115—Wolseley Hornet Daytona 2/4-seater, green/black, very pretty car.
£110—SS 20hp open sports 4-seater, cream and black; a very magnificent looking vehicle with a good hood, etc.
£75—good order, goes well and looks well, too, good hood and battery.
£48—order, idea, for impetuous enthusiast.
MANY others; easy terms.—B. & G. Motors, E.W.1. Gulliver 3578. [C1019]

1952 Ford sports, 13,000 miles, 4-seater, good tyres and condition.—Smithies, Bramhall Lane, Bramhall 2506. [8485]

1951 Allard K.2 sports, 2-seater, first-class condition, many extras, really beautiful specimen; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

CARS for the enthusiast.

IF you require a good pre-war car in excellent condition at a reasonable price, you have the finest selection in the country. Our stock consists of good veteran, vintage, Continental and sports cars, with all types of coachwork. Immediate hire purchase and part exchange. We are open till 9 p.m. 7 days a week, including Saturday and Sunday for inspection.

VINTAGE AUTOS, Head Office and main Showrooms, 66, London Rd., Tooting, Mitcham S951. Bargain basement for thoroughbreds under £150.—185, Elmiers End Rd., Beckenham, Tel. 2521. [C4039]

BERT MASON SPORTS CARS.

£45—Austin 7 two-seater sports; £105, Morris Cunard Special open sports four-seater; £75, Buick drop head coupe; £125, Vauxhall open sports four-seater; £135, Ralston Straight-Eight sports saloon; £35, Vauxhall drop head coupe, a beautiful specimen; £175, Wolseley Hornet special 14hp open sports four-seater; £185, B.S.A. sports two-seater, excellent condition; £125 Wolseley sports coupe.

THE above motor cars represent only a small selection of our ever-changing stock which we invite you to come along and inspect; hire purchase on all cars.—Bert Mason Sports Cars, 77, Cricketfield Rd., Clapton, E.5. Ambrose 1814. [C4078]

UNDERWOOD-RUSLING offer:—

FRAZER NASH 1936 Colmore 2/4-seater, twin o.h.c. Backburn, approx. 50 m.p.g., magnificent order. £130. 1935 8hp FA Midget 2/4-seater, green, fast and economical. £50.

RILEY 1.099cc Brookland 2-seater, green, engine reconditioned, including sleeving and crank grind, brakes relined. £165.

RILEY 1935 9hp Kestrel saloon, grey, very pretty little car, 38-40 m.p.g. guaranteed, oil negligible. £150.

S.S. 1935 12hp sports saloon, maroon, passlight, new battery, drive away for £69.

UNDERWOOD-RUSLING SPORTS CARS—Terms. Underwood—28, Queensbury Rd., Kettering. Tel. 3551. [C4075]

PERFORMANCE CARS, The Sports Car People, Great West Rd., Brentford, Middlesex. Tel. Ealing 8641 (3 lines).

ONLY 3 minutes from Northfields Tube Station Piccadilly or District Underground.

WRITTEN guarantee, immediate hire purchase and insurance on M.T.A., M.A.A., appointed R.A.C.

FROM over 150 in stock all plainly marked with year and price we select:

A Greyhound saloon, 1935, £115.

ALLARD 91P saloon, 1952, £595; Allard 71L drop head foursome, 1949, £565.

ALLARD 61M 4-seater tourer, 1948, £235; Allard 61K 2-seater roadster, 1947, £255.

ALVIS 4.3 Offord drop head foursome, 1938, £295; Alvis Speed 25 drop head foursome, 1938, £295; Alvis Speed 20 Vanden Plas tourer, 1935, £195; Alvis Speed 20 sports saloon, 1937, £245.

ALVIS 12-70 sports saloon, 1940, £295; Alvis 17hp 4 sports saloon, 1951, £125.

ALFA-ROMEO 1750 a/c Zagato 2-str., 1934, £375; Alfa-Romeo 2.3 Farina h/h foursome, 1938, £325; Alfa-Romeo 1750 drop head foursome, 1954, £345; Alfa 7 Ruby 2-seater, 1937, £95.

ASTON MARTIN, large selection of pre-war models. See under "Aston Martin" column.

BENTLEY 5-litre Red Label tourer, 1927, £145; Bentley 4½-litre Black Label 2-seater, 1929, £245; Bentley 3½ Prestone & Webb saloon, 1955, £265; Bentley 5-litre Red Label 2-seater, 1926, £95.

FAT 1100 sports, 1940, £245; Fiat 1100 drop head foursome, 1936, £275.

FRAZER NASH-B.M.W. Type 55 2-seater coupe, 1936, £225; F.N.-B.M.W. 320 cabriolet, 1938, £315; Frazer Nash-B.M.W. Type 320 sports saloon, 1937, £325; F.N. T.T. Replica, V.8 engine, 1920, £495; Healey Silverstone 2½-litre 2-seater, 1950, £495; Healey 2½-litre Daimler 2-seater, 1948, £295.

HILLMAN 2½-litre convertible, 1951, £515; Hillman Minx drop head, 1947, £325.

JAGUAR S.S.100 2½, comp. 2-seater, 1940, £425; S.S.100 comp. 2-seater, 1937/78, 3 from, £295; Jaguar S.S.100 ½-litre comp. 2-seater, 1938, £265; Jaguar 1½-litre saloon, 1939, £295.

JAGUAR XK120, 1952 all G type mods., £895; Jaguar 1959 5½-litre saloon, £225.

JAGUAR 3½-litre sports saloon, 1948, biscuit, £445; Jaguar 3½-litre sports saloon, black, 1949, £445.

LAGONDA 4½-litre Vanden Plas tourer, 1948, £245; Lagonda 2-litre 2-seater, 1931, £145.

MERCEDES-BENZ 38/250 2-seater, fitted Leyland engine, £395; Mercedes-Benz Type 200 coupe, 1936, £295.

MORGAN 4 4 10hp 2-seater, 1938, £195; Morgan 4/4 1-seater, 1947, £325.

M.G.—See large selection under M.G. column; also spares and service.

RILEYS—See large selection under Riley column; also spares and service.

ROLLS-ROYCE Ph. II Gurney Nutting drop head R foursome, ride control, large touring boot, regd. 1934, £595.

ROLLS-ROYCE 20/25 drop head foursome, 1931, £425; Ralston 28hp tourer, 1936, £415; Volkwagen standard saloon with radio, 1950, £395.

UNIVERSAL acquired the finest sports car selection in the country.—Please write for illustrated 10-page list.

PERFORMANCE CARS ANNEXE NUMBER 1.

ALVIS Speed 20 saloon, 1934, £145; Alfa-Romeo 16hp tourer, 1933, £135; Austin 7 2-seater, £45.

B.S.A. 10hp 4-seater tourer, £125; B.S.A. 10hp 2-seater, £125; B.E.A. 10hp 2-seater, 1938, £175.

BENTLEY 6½, tourer, 1930, £145; Bentley 3-litre tourer, 1925, £195; Delage D8 coupe, 1931, £95.

FRAZER NASH V8 unit 2-str., £135; Ford 10 4-door sal., 1938, £125; Ford 10 tourer, 1937, £125.

LAGONDA 2-litre saloon, £145; Lagonda 4½ saloon £125; Lagonda 3-litre tourer, £125.

MERCEDES-BENZ 2-litre cabriolet, 1934, £95; M.G. 18hp coupe, 1937, £95; Packard utility, £95.

RILEY 9 saloon, £95; Riley 9 utility £95; Riley 1½ 4-seater, £115.

OVER 10 saloon, £125; Singer 9 tourer, 1935, £125; Wolseley Hornet coupe, £45.

PERFORMANCE CARS ANNEXE, Windmill Rd., Brentford, Middlesex, Ealing 8641. [C3041]

SPORTS CARS

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, red, 1,000 miles; £1,350.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

ROWLAND SMITH'S for Sports Cars.

525 gns.—Morgan Plus 4, December 1952 sports 2-seater, one owner, small mileage, exceptional, cost £880.

495 gns.—M.G. Midget, September 1951 T.D. 2-seater, supercharger, oil coil, one owner, exceptional.

365 gns.—Aston Martin, 1958 15/98 2-litre short chassis sports 2½-seater.

195 gns.—Lagonda, 1935 16/80 sports tourer, manual gear change, cycle type front wings.

95 gns.—M.G. Midget, 1953, 1.3 2-seater, maroon, taxed, choice six Midgets.

125 gns.—B.S.A. Scout, 1957 10hp sports 4-seater; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

RILEY Sprite 1½-litre 2-seater, beautiful condition, outstanding performance; £300.—Box 7973. [C564]

£100—Type 45 Bugatti 2.3 supercharged Corsica 2-seater, alloy wheels, twin spares, engine dismantled, requires one crank pin grinding and re-rolling, consider exchange.—C. Arnold, 8, Homestead Way, Northampton, Tel. 31001. [C610]

MODIFIED MINOR 1952, special head, twin carbs., marvellous performance, exceptional condition, unblemished coachwork, must be seen and tried; £510.—Oscar Moore, 204, Ballards Lane, Finchley, N.3. Finchley 2920. [C6753]

CHIPSTEAD MOTORS, Ltd., specialists in high-grade sports and racing cars.—See under Aston Martin, Austin-Healey, Alfa-Romeo, Healey, Hillman Minx, Jaguar, M.G., Morgan, Rolls-Royce and Triumph columns; allow us to quote for your present car. [C1046]

MR. C. LE S. METCALFE wishes to dispose of his Fiat Bailla winner of 26 first prizes and numerous other awards, fitted with new hood and side curtains. Dunlop racing tyres; price £240; spares comprising rear axle complete, cylinder block and head, tappets, distributor, coil, sparkers, chokes, jets are available at £50 extra.—Write, 29, Hans Place, S.W.1. Tel. Kensington 2665. [C6753]

CHILTERN CARS offer a selection of sports cars in exceptional condition including 12hp Alvis Firefly four-seater drop head coupe, £145; Alvis 12/50 T.J. saloon, £295; 3-litre Red Label Bentley foursome coupe, £235; 1939 B.M.W. 328 2-seater, £425; 1938 Jaguar 3½-litre 100 2-seater, £385; 1932 M.G. F-type Magna Continental coupe, £25; 28hp Ralston Kanahua tourer, £165; 1925 Rolls-Royce 20 saloon, £155; Standard Avon 12hp sports 4-seater, £135; 1938 1½-litre Triumph Dolomite saloon, £225; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045]

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

JOHNSON & BROWN, required clean sports cars.—Ringer, Rd., Bromley, Ravensbourne 3522. [W2073]

PERFORMANCE CARS—S.O.S. Stock sinking rapidly: sports cars wanted desperately for cash.—Great West Rd., Brentford, Middlesex. Ealing 8641. [W41]

MERCURY MOTORS wish to purchase good used sports cars of most types—M.G., Riley, Sunbeam-Talbot, Morgans, etc.; please write, phone or call, giving full particulars of price required; our representative will call if it is inconvenient for you to come to Wembley.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [W3014]

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automendeils, Ltd., Perry Rd., Barnes, S.W.13. Riverside 6496. [W753/R]

STANDARD 8

GLANFIELD LAWRENCE offer:—

1954 Standard 8 saloon, one owner, 8,000 miles, beige, exceptional condition; £495-507. High Rd., N.12. Finchley 0981. [C2053]

1954 Standard 8 saloon, green, one owner; £520.—Hale Motors, Ltd., Tot, 7771-4. [C2077]

STANDARD 8 1939, recollused, replacement engine, brakes relined; £185 (Somerset).—Box 8036. [C8007]

1948 Standard 8 saloon, overhauled, grey; £310.—Smith & Hunter, 376, Kensington High St. W.14. Western 2312. [C4019]

265 gns.—Standard 8, late 1946 tourer, grey, blue leather, excellent condition; terms, exchanges.—Rowland Smith.—Below.

195 gns.—Standard 8, 1939 foursome drop head coupe, grey, blue leather, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Hampstead 6041. [C4018]

1946 Standard 8 d/h coupe, new engine and re-sprayed, 1,500 miles; £275.—Beardmore 26, Queensway, W.2. Bayswater 0136. [C1015]

1948 Standard 8, opalescent dark green, most attractive car, good tyres, reconditioned engine; £298.—Sunlit, Galleymond Common, Chelmsford. [C848]

1947 Standard 8 d/h coupe, grey, more than usually good condition, nominal mileage, used only as second car; £320.—Crisp, 79, Nyewood Lane, Bognor. [C8705]

Standard 8 Cars Wanted

RICHARDS & CARR buy Standard 8, 1953-4.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

STANDARD 9

1936 Standard 9, specimen; £135.

1937 Standard 9 saloon, excellent throughout; £165; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1937 Standard 9; £120 or offer.—Tel. Epsom 1881, evenings or week-ends. [C709]

STANDARD 10

1954 new type Standard 10 4-door saloon, works mileage.—Autowork, Ltd., Southgate, W.1. Winchester. Tel. 4965. [C1010]

165 gns.—Standard 10, 1937 de luxe saloon, sliding head, leather, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

STANDARD 12

BOON & PORTER, Ltd.

1948 saloon, in grey, sun roof, one owner; sold and serviced by us; £345.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022]

1948 Standard 12 sun saloon, beige and maroon, brown hide, heater, etc., any examination welcomed, 3 months' guarantee; £375; terms and exchanges.

GEE CARS, Ltd., 60/62, Queenstown Rd., S.W.8. Mac. 3363. [C1014]

STANDARD 14

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 Standard 14 saloon, taxed year, extremely good order throughout; £365.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1948 Standard 14 drop head coupe, excellent condition; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6877-8. [C2043]

1948 Standard 14hp saloon; £335.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

1948 Standard 14 saloon, black with red leather, one owner, excellent condition; £360.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, M.6190. [C4053]

1948 (5.11.47) Standard 14 saloon, in very nice condition, throughout, metallic, ice blue engine overhauled 200 miles; £325; terms available.—Colindale 7542. [C8743]

STANDARD VANGUARD

1952 Standard Vanguard saloon, heater; £595.—Car Mart, Ltd., 16, Uxbridge Rd., Ealing W.5. Ealing 6600. [C1039]

ROSE & YOUNG, Ltd., offer:

1953 Standard Vanguard estate car, low mileage, fitted radio, heater, overdrive and leather upholstery, etc., one owner, immaculate condition; £795.

1952 Standard Vanguard estate car, low mileage, one owner, fitted heater; £675.—65-69, Starnhill Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057]

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam-Talbot, Commer.

1950 Standard Vanguard, all extras, absolutely perfect; £455.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [C3080]

B. J. HUNTER, Ltd., offer:—

1952 Vanguard saloon, fitted overdrive, recent new engine, superb condition; £595.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

AUTOMOBILIA, Ltd., offer:—

1951 (Sept.) Standard Vanguard Estate, silver, grey, red leather, one titled owner, excellent condition; £575.—Automobilia, Ltd., Pippbrook Garage, Dorking 4204/359. [C1008]

MCKINNON MOTORS, Ltd., offer:—

1954 series Standard Vanguard 4-door estate car, birch grey with red vinyl interior, heater, one owner, spare unused, 8,000 miles only, first registered December, 1953, the whole car in brand new condition, taxed December; £825.

KIRKINOTON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey, Established 1906, Tel. Wallington 3404. [C3020]

K NIGHTSBRIDGE MOTORS, Ltd., offer:—

1952 (August) Vanguard 4-door estate car, finished in birch grey with red leather interior, one owner, 11,000 miles only, spare unused, H.M.V. radio, maker's heater, unmarked; £725.

I. Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2063]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

1954 Vanguard saloon, black, red leather, radio, heater, double electric overdrive, very low mileage; £795.

1954 Vanguard saloon, black, red Vynide, heater, double electric overdrive, in excellent condition; £725.

1953 Vanguard Estate car, grey, leather, radio, heater, overdrive, 2 spot lamps, nominal mileage; £750.

BERKELEY Square, London, W.1. Gro. 4343. [C841]

PHENIX MOTOR CO. (SURREY), Ltd., offer:—

1951 (Oct.) Standard Vanguard saloon, grey with grey upholstery, fitted heater, wing mirrors, one owner, 29,000 miles and in showroom condition throughout; £495.

PHENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey, Vigilant 1121. [C3044]

1953 Vanguard saloon, one owner, leather; £630.—Below.

1952 Vanguard, radio, heater, demister, covers, com. blue; £575; written guarantee; n.p. exchanges; trade enquiries welcomed.

HAROLD SIMONS, Ltd., 397/401, High Rd., East Finchley, N.2. Finchley 0052/53/54 any time. [C4065]

GORDON CARS (LONDON), Ltd.—1952 Standard Vanguard estate, heater, radio, low mileage; £750.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023]

ACRES offer 1954 Standard Vanguard, 6,000 miles only, extras include radio and heater, black; £750.

ACRES AUTOS, Ltd., 136-138, Streatham Hill, London, S.W.2. Tulse Hill 1508. [C1024]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

1953 Vanguard saloon, blue, red leather, loose covers and radio, low mileage, one owner, fitted overdrive; £645.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C10175]

1952 model Vanguard, 24,000, radio, heater, screenwash, flamethrower, fog light, superb condition, taxed year; £525.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C10194]

VANGUARD 1951, l.h.d., 6,000 miles, black/tawn, unmarked and as new; £410.—Jarvis, Battersea 1241 (9-6). [18735]

1951 Standard Vanguard Estate car, green, very good condition; £575.—Hale Motors, Ltd., Tot. 7771-4. [C20777]

1949 Vanguard saloon, excellent condition, heater and radio; £395, or hire purchase.—Capital Motor Co., Ltd., Hornsey, N.8. Mou. 3451. [18717]

1954 Standard Phase II saloon, blue/red upholstery, heater, one owner, 4,400 miles; £525.—May, 5242. [C30330]

£575 1952-1953 Vanguard saloon de luxe, speedometer reads 14,000, whole vehicle like brand new, choice 2.—Below.

£399 1951-1949 Vanguard saloon de luxe, fitted leather, heater, beautifully maintained; choice 2; 3 months' guarantee; hire purchase arrangements.

LAMB OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

1952 Vanguard saloon, green with fawn leather, heater, one owner; £525.—Dunham & Haines, Luton 2100. [C10193]

1951 Vanguard in outstanding condition, guaranteed; £475.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2066]

1952 Standard Vanguard saloon, mileage 15,000, colour grey; £550.—L. F. Dove, Ltd., 69 Broadway, Wimbledon, S.W.19. Liberty 3456. [C10177]

1951 Standard Vanguard saloon, heater, leather, loose covers; £495.—Read Car Co., Ltd., Brighton Rd., Sutton, Vigilant 8978/8405. [C3048]

1952 Standard Vanguard and estate car, leather, heater; £675.—Cayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. [C10150]

1952 Vanguard saloon, grey/red leather, H.M.V. radio, heater, one owner, 23,000 miles only; £595.—Ruslip Motors, Ltd., West End Rd., Ruslip, Ruslip 4340. [18775]

1953 (July) Phase II, grey, red upholstery, heater, fog lamp, one owner, 14,000 miles, taxed December; £675.—K. J. Motors, Ltd., Bromley, Ravensbourne 3456. [18731]

VANGUARD saloon, October, 1952, jade green, heater, 10,700 miles, genuine; £565.—Imperial Motors (Cricklewood), Ltd., Oak Grove, N.W.2. Tel. Gladstone 4443. [18794]

£730 1951-1954 (May) Standard Vanguard, Phase II, blue/red, heater, 1,000 miles only.—Staravia, Blackbushe Airport, Camberley, Surrey. Tel. Camberley 1600. Ext. 235. [18861]

1951 Standard Vanguard, black/red leather, heater, written guarantee; £495.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.8 (few minutes Clapham Junction). Lat. 2252. [C3022]

HILLWOOD MOTORS—Standard Vanguard 1952, black, brown leather interior, fitted heater, looks chauffeur-kept and runs like a new car; £575.—Mill Hill 4232. Open 9-8 Mon.-Sat. [18620]

1951 Standard Vanguard, grey, red leather, radio and heater, exceptional car; £485.—Keiths Motor Company, Ltd., 141, Green Lanes, Palmers Green, N.13. Bowes Park 5100. [C2080]

ARCHIE SIMONS & Co., Ltd.—1953 (Oct.) Ph. II, Standard Vanguard saloon, colour grey, fitted radio and heater, taxed, immaculate; £765.—94, Gt. Portland St., W.1. Lan. 1343. [C4013]

1952 Standard Vanguard saloon, Comet blue, red leather, one owner, heater, taxed, exceptional condition throughout, any inspection invited; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandye 1166. [C4034]

1953 (July) Standard Vanguard Phase II, grey, heater, radio and many useful extras, one owner, superb condition in every detail; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 17, Westbourne Grove, W.11. Eay. 4274. [C4055]

Standard Vanguard Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A LMOST new Vanguard required at once.—54, Streatham Hill, S.W.2. Tulise Hill 2676. [W3016]

STANDARD Vanguard wanted immediately, cash waiting.—Grangeview 3834. [W4032]

STANDARD MISCELLANEOUS

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0052/R]

Standard Miscellaneous Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

PRIVATELY owned Standard 12 or 14.—5, Brae Court, Kingston Hill, Surrey. Tulise Hill 2676. [W2037]

MARSTON MOTOR Co., Ltd., for your Standard, Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R]

Standard Spares and Service

15 Standard cars being dismantled, most pre-war types.—Motolympia, Oswestry (Tel. 480). [0623/R]

KJ MOTORS, Ltd.—Spares, reconditioned units, Ray, Gilling, Radiomobile agents.—Bromley, Rav. 3456. [0387]

LARGE stockists of Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R]

MARGATE, Car Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. [3774]

Standard Spares and Service

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines, 1938 onwards, quote commission number when ordering.

W. H. P. GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R]

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R]

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call, orders dispatched immediately.—39-43, Eden St., Kingston. Kdn. 5151-4. [0286/R]

STANDARD spares all models from 1935 (replacement units from 1938), complete overhauls, body repairs, reconditioning.—Puttocks, Ltd. (S.W. Surrey distributors), Alexander Terrace, Guildford 5391. [4251]

HALLS (FINCHLEY) Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R]

STUDEBAKER

OVERSEAS CARS, Ltd., offer:—

1940 Studebaker Champion saloon, red, heater, radio, overdrive; £345.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. [C3031]

METCALFE & MUNDY, Ltd.

1952 Studebaker Champion, French grey, rim embellishers, 9,000 miles, 24 mpg; this car is absolutely in new condition.

1951 Studebaker Commander convertible, power-operated hood, tastefully cellulosed in Mediterranean blue, special chrome discs, radio and heater, whitewalls, 18,000 miles. Hydromatic drive, special performance and mileage meter fitted; this car is fitted with the very fast V.8 power unit, giving 19 mpg and 95 mph; a car for testing car.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

RHD 1952 Studebaker Champion 4-door saloon, low mileage; also

LHD 1952 4-door saloon.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028]

1940 Studebaker 22hp, immaculate car; £320; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1948 Studebaker Champion, 2-door, r.h.d., fixed low mileage, business coupe, one owner from new, low mileage, outstanding condition; £625.

GROEVENOR MOTORS (MANCHESTER), Ltd., 185, Oxford Rd., Manchester, 13. Tel. Ardwick 2950. [C2076]

SUNBEAM ALPINE

TOM GARNER, Ltd., offer:—

1954 Sunbeam Alpine roadster, ivory, heater, radio, 500 miles only; £1,175.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam Alpine roadster, red, 1,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

H. A. SAUNDERS, Ltd., of Worcester.

1954 Sunbeam-Talbot Alpine roadster, red with beige upholstery, fitted many extras, 12,000 miles, excellent performance.

AUSTIN HOUSE, Worcester. Tel. 2368. [C4005]

1954 (March) Sunbeam Alpine 2-seater coupe, Coronation red, one owner, as new; £995.

RIPCO, Ltd. (Sunbeams Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park, 2952-3-4. [C3052]

SUNBEAM Alpine 1954, February; £1,100, o.n.o. conditionally as new, L.H.D., Falks Works, London Rd. Isleworth, Hounslow 0011. [C2015]

R. S. BEARD & Co., Ltd., Mansfield, offer Sunbeam-Talbot Alpine, registered Oct. 1953, grey, radio, heater, taxed, immaculate, negligible mileage.—Tel. Mansfield 1923/4/5. [18697]

1953 (June) Alpine, 16,000 miles, radio, heater, one owner; £935.—Tolworth Motors, Ltd., The Broadway, Kingston By-Pass, Tolworth, Elmbridge 2254-5. [C4081]

SUNBEAM-TALBOT

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, 4444, offer:—

1951 Sunbeam-Talbot 80, leather, heater and radio; £825.

W. HAROLD PERRY, Ltd., Ford Main Dealers, 279, 4444, offer:—

1950 Sunbeam-Talbot 90 convertible, a one-owner car in superb condition, resprayed a most pleasant shade of burkundy, 30,000 miles; £575 with 3 months' guarantee, terms, post exchanges welcome.—38/52, Dudden Hill Lane, N.W.10. Nr. Dollis Hill Underground. Willenden 4869. [C4017]

GATEHOUSE offer:—

1951 Sunbeam-Talbot 90 convertible, fitted radio and heater; £625.

1947 Sunbeam-Talbot 2-seater saloon, black, very nice condition; £385.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C2021]

TOM GARNER, Ltd., offer:—

1952 Sunbeam-Talbot 90 Mark II saloon, green, 21,000 miles; £795.

1954 Sunbeam-Talbot 90 Mark II saloon, black, 1,200 miles only; £1,095.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020/1]

SUNBEAM-TALBOT

ROSE & YOUNG, Ltd., offer:—

1952 Sunbeam-Talbot 90 drop head coupe, low mileage, one owner since new, exceptional condition; blue; £685.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulise Hill 6464. [C3057]

H. BEART & Co., Ltd., offer:—

1953 Sunbeam-Talbot saloon, fitted radio, loose seat covers, genuine low mileage, and in superb condition throughout, full details on request; £895.—102, London Rd., Kingston-on-Thames. Kingston 3348. [C1081]

B. J. HUNTER, Ltd., offer:—

1950 Sunbeam-Talbot 90 coupe, exceptionally well maintained; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

CLUBMAN AUTOS, Ltd., offer:—

1947 Sunbeam-Talbot 4-seater sports tourer, black, immaculate condition throughout; £375.

H.P. motor cycles taken in exchange.—138-142, Tooting High St. S.W.17. Balham 3484. [C1095]

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark II saloon, gun grey, 7,000 miles; £1,025.

1953 Sunbeam-Talbot 90 Mark II saloon, ivory and black, 16,000 miles; £915.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1953 Sunbeam-Talbot Alpine, low mileage, immaculate condition; £595.

1953 (September) Sunbeam-Talbot 90 foursome convertible, satin bronze/red leather, heater, 4,000 miles only, quite as new; £655.—Portsmouth Rd., Thames Ditton, Esherbrook 551-2-3. [C4001]

K NIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 Sunbeam-Talbot 90 saloon, grey with red leather, 2,900 miles only, maker's heater, taxed December; £1,025.

1. Roberts Mews, Lowndes Place, London, S.W.1. Epsom 4066. [C2063]

BROOKLANDS—Individuality new and used cars.

1954 Sunbeam-Talbot 90 saloon, under 2,000 miles. Buy or sell with confidence. Open 9 until 7.

103. New Bond St., London, W.1. Mayfair 8351-6. [C1029]

WILL SHORT, Ltd., Winchester (Tel. 2398), offer:—

1951 (Dec.) Sunbeam-Talbot 90 coupe, gun/grey, 26,000, one owner, 3 months' guarantee; £665.

1950 (Nov.) Sunbeam-Talbot 90 saloon, satin bronze/red, heater, 3 months' guarantee; £565. [18615]

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., offer:—

1953 Sunbeam-Talbot 90 Mark II saloon in crystal green with fawn leather, equipment includes Rootes heater and demister windshield washer, roof luggage carrier, twin foglamps, wing mirror, cigar lighter, a carefully used one-owner car in showroom condition; £575. [18578]

LEONARD WILLIAMS (DISTRIBUTORS), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Sales 3400. [18578]

1954 (Sept.) Sunbeam-Talbot 90 convertible, 135 mls. only; £1,085.

1951 (July) Sunbeam-Talbot 90 saloon, heater, etc., one owner, perfect; £650.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [18714]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2, offer:—

1951 Sunbeam-Talbot 90, finished metallic blue, beige leather, one owner, immaculate condition throughout; £875. [C1011]

GORDON CARS (LONDON), Ltd.—1952 Sunbeam-Talbot drop head coupe, black, heater; £795.

1954 Sunbeam-Talbot Alpine 2-seater, mileage 200, undeniably as new, L.H.D., £1,150.

1954 Sunbeam-Talbot drop head coupe, mileage under 500; £1,098.

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 5611. [C2023]

1954 Sunbeam-Talbot convertible, in crystal green with pale green leather; £1,095.—Below.

1951 Sunbeam-Talbot saloon, in outstanding condition; inspection invited; £645.

GORDON CARS (LONDON), Ltd., 26, Northend Rd., (opposite Golders Green Station) N.W.11. Speedwell 4701. [18257]

1939 Sunbeam-Talbot 20hp £235; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

£845 1951—Sunbeam-Talbot Mark II saloon, 1953, metallic blue, practically indistinguishable from new, nominal mileage.

£765 1951—Sunbeam-Talbot Mark II 90 coupe, 1952, bronze red leather, tuft-in heater, wing mirrors and pashlights.

£725 1951—Sunbeam-Talbot Mark II saloon, 1952, pastel green, radio and heater, just full checked over and serviced by distributors, late property local bank manager.

£665 1951—Sunbeam-Talbot Mark II 90 coupe, 1951, with all extras as above, brand new Good-year Eagle tyres, polyvinyl hood, 21,000 very careful miles, looks much less.

£445 1951—Sunbeam-Talbot 10hp drop head foursome coupe, 1948, late property of titled owner, excellent mechanical order and with very handsome interior upholstery in leather.

£465 1951—Sunbeam-Talbot 10hp sports saloon, 1948, one of the last of this excellent series produced, recommended for its very fine mechanical order, new tyres.

£295 1951—Sunbeam-Talbot 10hp saloon, 1939, a nice, tidy little car, brisk performance, one of the few available.

CAMDEN MOTORS, Leighton Buzzard 2041.—Write for catalogue. Open until 8 p.m. [C1055]

1950 Sunbeam-Talbot 90 drop head coupe, black, fawn, heater, radio; £565.—Dunham & Haines, Luton 2100. [C1079]

USED CARS FOR SALE AND WANT—SPARES AND SERVICE

SUNBEAM-TALBOT

GEOFF HARTWELL, Ltd., specialists in Sunbeam-Talbots.—35/41, Hordenhurst Rd., Bournemouth 1181. Turn to page 57 for this week's special offers. [C20/9]

1953 Sunbeam-Talbot saloon, colour sunmetal, heater, mileage 3,200, licensed December, as new. £975.—Bonals Garage, Ltd., Stafford. Tel. 257. [C20/9]

1946 Sunbeam-Talbot 10 drop head coupe, well-known owner, beautifully kept. £575.—Taylor & Crawley, Hyde Park Corner, 33, Grosvenor Crescent. S.W.1. Sio. 5213. [C40/6]

JACK ROSE, Ltd., offer: 1952 Sunbeam-Talbot 80 saloon, in bronze, a beautiful car, low mileage; 6725—Stafford Rd. Wallington, Surrey. Wallington 6677-8. [C30/6]

£599!!!—1950/1 Sunbeam-Talbot 80 saloon de luxe, although speedometer reads 19,000, whole vehicle spotless and runs as though it's only done 5,000 miles; 3 months' guarantee; hire purchase; exchanges. **LAMBS OF WOOD GREEN, Finchley Showrooms.** 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C20/52]

1953 Series Sunbeam-Talbot 90 Mark IIa saloon, 7,000 miles only, one owner; attractive price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3353-5. [C20/6]

1950 Sunbeam-Talbot 90 green with brown leather and heater, engine completely reconditioned 6,000 miles ago; £525.—Walters Motors, Ltd., 356, High St., Ponders End, Enfield. Tel. How. 1646 or 1951. [C30/6]

225 gns.—Sunbeam-Talbot, 1940 3-litre saloon, sliding head, leather, good tyres, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C40/18]

1954 (August) Sunbeam-Talbot 90 Mark IIa drop head coupe, 500 miles only, grey, one owner; £1,055; part exchange, hire purchase.—Halls (Finchley), Ltd., Odeon Parade, Nth. Finchley, N.12. Tel. Hillside 1044. [C30/6]

1954 (April) Sunbeam-Talbot 90 saloon, finished Alpine mist with red, fitted heater, spot lamp and whitewall tyres, 3,000 miles only, a virtually new car. £995; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tel. Hill 4488. [C30/16]

Sunbeam-Talbot Cars Wanted

R

OOTERS.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411)

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3533.)

CANTERBURY—(Canterbury 3252.)

ROCHESTER—(Chatham 2251.)

WROTHAM Heath—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

H. A. SAUNDERS, Ltd., Golders Green, require:—

SUNBEAM-TALBOT cars all models for cash.

AUSTIN House, 140/144, Golders Green Rd., Golders Green, N.W.11. Speedwell 0011 (10 lines). [W4004/R]

ALL Sunbeam-Talbot models wanted urgently, inspection arranged anywhere in the country.

ORDON CARS (LONDON), Ltd., 26, Northend Rd. C. opposite Golders Green Station, N.W.11. Speedwell 4701. [W4004/R]

REQUIRED, an excellent Sunbeam-Talbot.—Cobb, 30, Harley House, London, N.W.1. [W1096/R]

ALMOST new Sunbeam-Talbot, require! at once.—32, Streatham Hill, S.W.2. Tel. Hill 2676. [W3010/R]

RICHARDS & CARR buy Sunbeam-Talbot.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045/R]

REQUIRED, really good post-war Sunbeam-Talbot.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000/R]

URGENTLY required, 1949-53 Sunbeam-Talbot 80 or 90 saloons.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [W974/R]

CRIPPS of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham Tel. 46331. [0465/R]

TALBOT

1937 Talbot 10 saloon; £155; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C40/54]

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Talbot Spares and Service

LARGE stocks new and second-hand Talbot spares, including ambulance—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0132. [0864/R]

JOHN BLAND for pre-war Talbot spares and repairs: many spares manufactured including water pumps, water manifold, oil filters, etc., exchange and spliced wheel hubs.—27, Southfields Rd., S.W.18. Vandike 1612. [0896/R]

TRIUMPH

SLOOMBS, Ltd.

1948 Triumph 1800 razor-edge saloon, in splendid order and resprayed grey; £474 with 3 months' guarantee; terms, part exchanges welcomed.—39/52, Dudden Hill Lane, N.W.10. Near Dollis Hill Underground. Willesden 4869. [C40/17]

TRIUMPH

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Renown saloon, really fine car, positively unmarked; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, 2, Te. Ludstone 6303 [C20/40]

CHIPSTEAD MOTORS, Ltd., offer:—

1954 T.R.2. green, Ace Rimbellishers, modified genuine bargain; £775.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C10/46]

WARWICK WRIGHT, Ltd., offer:—

1952 (December) Triumph Mayflower saloon, grey, heater, 11,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C40/45]

GUY SALMON AUTOMOBILES, offer:—

1951 Triumph Renown, black, 20,000 miles, chauffeur kept, faultless condition; £695.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C40/01]

KNIGHTSBRIDGE MOTORS, Ltd., offer:—

1954 Triumph TR2 Roadster, 4,000 miles, ivory and red, one owner, latest wheel modifications, unscratched, taxed December; £785.

I. Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C20/63]

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Triumph Mayflower saloon, low mileage, fitted heater, perfect condition throughout; £575.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C20/34]

PHENIX MOTOR CO. (SURREY) Ltd., offer:—

1952 (May) Triumph Renown limousine, jade green H.M.V. radio, one owner, 24,000 miles only; an excellent example of this rare model; £650.

PHENIX MOTOR COMPANY (SURREY), Ltd., Sutton Surrey Vigilant 1121. [C30/44]

NORTHERN MOTORS OF HARROW, offer:—

£625!!!—Superb unmarked 1951 (May) Triumph Renown saloon, grey cellulose unmarked interior leather like new, mechanically beautiful, fitted heater, this car must be seen.

186—194, Pinner Rd., Harrow 4444. [C30/25]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Triumph Mayflower, immaculate condition, small mileage; £580.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C40/09]

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. [C30/38]

TRIUMPH Dolomite, 1949, good condition; £250.—Wallington 436 after 7 p.m. [C30/38]

£435—Triumph 1800 Roadster, cream, heater, fog-lamps, overriders.—Evenings, Wim. 3598. [C30/38]

1949 Roadster 2,000 superb condition, new hood, tyres, etc. one owner; £495.—Mayfair 0151. [C30/38]

1952 grey Triumph Mayflower, 13,000 miles, one owner, good condition; £525 o.n.o.—Baker, West Adderbury, Banbury. [C30/38]

1951 Triumph Mayflower sal., metallic grey leather, completely checked and guaranteed, very good condition; £485.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5396. [C20/10]

£498—Triumph 1800 Roadster 2-seater, 1949, host extras, really magnificent condition, must be seen to be appreciated; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Tel. 4053-7. (50 yrs Holland Park Tube.) Exchanges, h.p. [C10/17]

£575—1951 series Triumph Renown saloon, new condition, 40,000 miles, Ltd., Southgate Winchester, Tel. 4965. [C10/10]

TR2, 1954, 7,600 miles, overdrive, wire wheels; £625.—Richards & Carr, 35, Kinnerton St., London S.W.1. Sloane 5424. [C30/45]

£499!!!—Triumph Mayflower de luxe saloon, this vehicle is so immaculate it literally looks and runs like a 1954 motor car.—Below.

£495!!!—1949 Triumph Roadster coupe, only one owner has owned this vehicle, it is one of the finest we have ever had; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd. Finchley, N.12. Finchley 6221 (East Finchley Underground). [C20/52]

1953 (May) Triumph Mayflower, green, one owner, genuine mileage 10,000, spare unused, immaculate condition, taxed year; £595.

1951 model (registered Oct. '50) Triumph Renown, black with fawn upholstery, radio, heater, good tyres, 27,000 miles; £565.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C30/1]

1952 Mayflower, one owner, mileage 10,400, leather, loose covers, showroom condition, faultless; £595.—22, Benares Rd., Plumstead, S.E.18. [C30/1]

CARRS AUTO SALES, Ltd., Standard House, South Croydon, Croydon, Cro. 6098.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0644/R]

1938 Triumph Dolomite, in excellent condition; £189.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Tube Station). Open 9 a.m.-7.30 p.m. and Sunday morning (for inspection). [C20/50]

1953 Triumph Mayflower saloon, one owner, 8,000 miles only, loose covers, heater, as new; £575.—O. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. [C40/5]

1951 Triumph Renown, dark green/beige leather, radio, heater, covers, written guarantee; £598.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.18 (few minutes Clapham Junction). Batt. 2252. [C30/22]

1949 2,000 saloon, black, raw hide upholstery, engine has done only 2,000 miles, beautiful condition throughout, 32 mpg if carefully driven, total mileage 35,500; £495; 10, North Walls, Chichester Tel. Chi 2596. [C30/22]

TRIUMPH

1949 Triumph 1800 saloon, black, beige interior, one owner, in beautiful condition throughout, taxed; £475.—Coles Garages, Ltd., 42, Worpole Rd., S.W.19. Wimbledon 0195. [C10/54]

1952 (May) Triumph Mayflower, black, plaid loose covers, twin spot lights, underseal, spare unused, indistinguishable from new, taxed; £590.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C30/1/1]

1954 two-tone ice blue and burgundy coachwork, burgundy leather upholstery, never rallied or raced; £745.—Victoria Motors, 32, Long Millgate, opposite Victoria Station, Manchester, 3. Blackfriars 1549. [8611]

HILLWOOD MOTORS—Triumph Dolomite, first registered 1951, black, red interior, has had only two owners, and the engine reconditioned; a perfect example of a famous car; £250.—Mill Hill 4232. Open 9-8 Mon-Sat. [18621]

1937 clean car with a good performance; £39, or £45 deposit, balance over 12 months; exchanges; insurance.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brighton S.W.2. Tel. Tulse Hill 7106. [C40/71]

1952 Triumph Renown saloon, grey with hide upholstery to match, loose seat covers, link floor mats, 18,000 miles, one owner, very genuine vehicle; £695.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C20/39]

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ALMOST new Triumph required at once.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016/R]

WANTED, 1951-2 Renown, black, low mileage, overdrive preferred.—Elmbridge 5430. [W3072/R]

MARSTON MOTOR CO., Ltd., for your Triumph.—N.15. Tel. Sta. 8000—Seven Sisters Rd., Tottenham. [W2001/R]

XXX H. F. Edwards offer immediate cash for good Triumph.—29/30, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001/R]

TRIUMPH Spares and Service—Triumph distributors for spares, service and repairs

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-4. [0918/R]

BASIL ROY, Ltd., Triumph Sports Stockists pre-war models.—161 Great Portland St., London, W.1. Lan. 7735. [0143/R]

LARGE stockists of Triumph spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0302/R]

PRE-WAR Triumph, all spares, new and second-hand, immediate attention.—C. W. Green and Sons, Brayford, Lincoln. Tel. 10884. [0355/R]

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Croydon. [0355/R]

DISMANTLING—3 Triumphs, 1937 Gloria 12.4, 1936 16.6 and 10.8, 1935 10.8, 1930/32 ships; small parts, rapid c.o.d. post; over 1,000 other cars; car. Sufficient address: Motolympia, Walspool (Tel. 2027). [0624/R]

UTILITY CARS

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UTILITY VEHICLE CENTRE offer:—

A LARGE selection of post- and pre-war Utilicoons, estate cars, station wagons, etc., always in stock; enquiries invited.

100 Great Portland St., London, W.1. Langham 6044-5 (Private Rate Exchange). [C40/72]

ROWLAND SMITH'S for utility cars.

125 gns.—Jeep (Ford) registered December, 1946, 4-seater, drop tailboard; timer, removable rear seating, drop tailboard; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) Hampstead 6041. [C40/18]

WANSTEAD MOTORS, Ltd., offer:—

1953 Bedford Dormobile, 9,000 miles only; £685.

WANSTEAD MOTORS, Ltd., 643, Eastern Ave., Ilford, Valentine 1155-6-7. [C40/42]

£235!!!—1949 Jowett Bradford Utility, excellent condition and bargain price.

£535!!!—1951 Austin A40 Countryman special 4/5-seater utility, carefully used example, fitted with heater; thoroughly recommended; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms. 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C20/52]

BEDFORD Dormobile (August 1953), 13,000 miles, extras include centre bed, taxed December; £585.—18, Rowan Crescent, Leitchworth. [18539]

SPECIAL—See our offer under Austin A125.—H. F. Edwards, 28/32, Upper High St., Epsom. Telephone Epsom 9400. [C2001]

BEALFORD utilities for sale, serviced by us. Main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R]

OPEL utility 1938; £100.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 3561. [C20/55]

G&M ALFRED'S (1956), Ltd.—1949 (October) Standard Vanguard 4-door estate car, radio, superb, written guarantee.—6-7, Warren St., W.1. Sloane 9268. [C40/5]

1952 4-door Vanguard utility, green with beige leather upholstery, 22,000 miles; £595.—Walters Motors, Ltd., 356, High St., Ponders End, Enfield. Tel. How. 1646 or 1951. [C40/5]

1954 (May) Bedford Dormobile, 4,000 miles only, every conceivable extra, including duvet colour scheme; £735.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139 (6 lines). [C40/45]

A. Z. MOTORS offer utility bargains: 1949/50 A40 Countryman, one owner, beautiful condition; down seats; £4251. 1947 Hillman 10, real snip; £1501. 1941 Ford V8 22, £1401. All exceptional value whilst they last.—100, Palmerston Rd., N.W.6. Mal. 4733. [C10/11]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

1937 Standard Flying V8 brake, 22 mpg, rebuilt 1953, new headlining, carpets, upholstery, new electrical system, instruments, oilco fitted, taxed, insured, £140 o.n.o.—Keeble, "Wilderness," Baldock Herts. Tel. 275. [8703]

40-50hp Rolls-Royce, overhauled at makers, mounted on Phantom II chassis, photo, offer wanted; 10hp Hillman, 1944, reconditioned and guaranteed; £285.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022]

1952 Bradford de luxe Utility, equal to new, fitted heater, sereate washer, de-mister, fog lamp, radiator blind, thermometer, extra mats, flush fitting rear seats, gun rack, best Bradford ever, £425; another £325.—Buntings Motor Exchange, Harrow, Tel. Harrow 6225. [8720]

CASS'S MOTOR MART—1951 Austin A40 Countryman, superb condition, £525; 1951 Standard Vanguard utility, radio, outstanding order, £495; 1950 (regd. 1951) Standard Vanguard estate, genuine 18,000 miles, one owner, £645, written guarantee.—S. Warren St., W.1. Euston 4110. [C1040]

ROYS AUTOMOBILES, Ltd. for guaranteed utilities: 1952 A40 utility, £450; 1951 A40 Countryman, £485; 1949 Morris 10 wooden utility, £345; 1952 Bradford utility, low mileage £295; 1948 Bradford 5-seater utility £195; 1947 Bedford utility, £275; 1948 Ford 8 Martin Walter type, £235; 1949 Ford 10 Utilecon, £295; 1947 Austin 10 utility, £200, another £185; 1940 Bedford, £150; 1936 Minx £115; many others, including numerous good vans suitable for conversion, see that column, trade enquiries welcomed; terms and exchanges.—Roys Automobiles Ltd., 127, Parkway N.W.1 (nearest Tube Camden Town Station). Euston 2700 and 8894. [C3059]

GOOD estate car urgently wanted; cash waiting.—Grangewood 5834. [W4032]

HILLMAN estate car or similar required.—Turnbull, Durngate House, Winchester. [C1010]

ALVIS or Riley utility/estate car required in sound condition.—45, Bassett Crescent, Southampton. [8657]

ROWLAND SMITH'S, the Car Buyers.—Highest prices for Utilities.—Hampstead (Tube) N.W.3. Ham 6041. [W4018/R]

BEDFORD Dormobile by Martin Walter wanted.—Motourists (London) Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 3301-2. [W3018]

ROYS always good buyers of utilities—127, Parkway, N.W.1. Euston 2700 and 8894. [W3059]

25 Utility vehicles wanted; why accept less for your utility car when you can get a full market value from **FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, London, W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [W2008]

VAUXHALL 10

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer: 1947 Vauxhall 10 saloon, excellent condition; £365. [C1008]

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008]

1946 (November) Vauxhall 10 de luxe, black, taxed year, beautiful condition throughout; £360. [C3005]

MAGDALENE MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005]

1947 Vauxhall 10 saloon, recently overhauled, reconditioned engine, guaranteed; £345; exchanges, terms, finance, 3, Russell Gardens, Kensington, W.14. Park 9704. [C3034]

225 ens.—Vauxhall 10 1936 saloon, leather, good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1947 Vauxhall 10 saloon de luxe, black and brown upholstery, in excellent condition, new engine recently fitted, one owner, taxed for year; £365.—Roys Motors, Ltd., 75/75, Albany St., N.W.1. Euston 6994. [8405]

£249—1939 Vauxhall 10 4-door saloon, excellent condition, genuine bargain, choice of two: G.P. (Baltham) Ltd., 26, Baltham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-9-9. [C2024]

£399!!!—1947 Vauxhall 10 saloon de luxe, absolutely spotless condition, original carpeting and trimming, with above average, excite, average, insurance, very economical; 3 months' guarantee; hire purchase, exchanges. [C3052]

LAMBS OF WOOD GREEN, Finchley N.12. Finchley 6221. (East Finchley Underground). [C3052]

PRIVATELY owned Vauxhall 10 or 12.—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 3766. [W2037]

A hall, require 10 and 12hp Vauxhalls.—Tel. Luton 4212. [8765]

VAUXHALL 12

1948 Vauxhall 12 saloon, showroom condition throughout; £375.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

VAUXHALL 14

£325—Vauxhall 14 1947 J type de luxe sin., superb mechanically, excellent bodywork, good tyres, choice 2; many others. [C1017]

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5098-7. (50 yds Holland Park Tube). Exchanges, h.p. [C1017]

1936 Vauxhall 14hp saloon, very clean, original car, good order throughout; £120, or £60 deposit, balance over 12 months; exchange, insurance, Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C4071]

VAUXHALL 14 Cars Wanted

A. E. PALMER MOTORS, Luton, the home of Vauxhall, require 14hp Vauxhalls.—Tel. Luton 4212. [8766]

VAUXHALL WYVERN

1954 Vauxhall Wyvern, radio, heater, 4,000 miles, as new; £760. [C4006]

SCOTT CARS, 547, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4006]

1949 Vauxhall Wyvern, radio and heater; £485; 3 months' guarantee; terms and exchanges. [C4054]

JACK WILLIAMS MOTORS, Ltd., 69, Priory Road, Hornsey, Mountview 5228 and 5774. [C4054]

VAUXHALL WYVERN

1954 (Sept.) Vauxhall Wyvern, registered but unused.—Waybridge 600. [C4023]

1953 Wyvern, grey, heater, windscreen washers, spotlamp, carefully used, guaranteed; £650. [C1037]

1952 (Sept.) Vauxhall Wyvern saloon, black, brown leather upholstery, perfect condition throughout; £695.—Tel. High Wycombe 1690. [8725]

1953 Vauxhall Wyvern saloon, green, 15,000 miles, one owner, outstanding condition; £695.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0058. [C2039]

1953 (late) Vauxhall Wyvern saloon, new condition, unsold, low mileage; £675, consider part exchange; terms available.—14, Offington Gdns., Worthing, Tel. Swansea 849. [C4027]

1949 Wyvern, radio black; this car has been the property of a director of a garage and chauffeur driven; £450.—Holsworth Garage, Old Kent Rd. Railway Station, Old Kent Rd., S.E.15. [8726]

Vauxhall Wyvern Cars Wanted

ALMOST new Wyvern required at once.—54, Stratford Hill, S.W.2. Tulse Hill 2676. [W3016]

VAUXHALL VELOX

RAYMOND WAY, of Kilburn. [C2034]

RAYMOND WAY, the hire purchase specialists. [C2034]

1952 Vauxhall Velox saloon, a really immaculate example of this extremely popular model, 24,000 miles only, radio, heater, fitted, one careful owner; £629s or £132/9 deposit. [C2034]

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C4047]

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches, departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

AUTOMOBILIA, Ltd., offer: 1952 (June) Vauxhall Velox 4-door de luxe saloon, desert sand, radio, heater, screenwashers, Redex attachment, Underseal, excellent condition; £625.—Automobilia, Ltd., Pippbrook Garage, Dorking 3304, 3891. [C1008]

HENDON CENTRAL GARAGE, Ltd. offer: 1952 Vauxhall Velox, fitted heater, taxed year, down whole car as new; £650.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

1954 Velox, works mileage, metallic blue, radio, heater, screenwashers; £675.—Below. [C4065]

1953 Velox, unblemished, heater, screenwashers, etc., one owner; £755, written guarantee; H.P.; exchanges; trade enquiries welcomed. [C4065]

HAROLD SIMONS, Ltd., 597-601, High Rd., East Finchley, N.2. Finchley 0552-53-54, any time. [C4065]

1954 Velox, 4,400, heater, covers, fog light, underseal, perfect; £775.—Tel. Whitehall 6776. [8745]

£525—1951 Vauxhall Velox saloon black, with beige leather, 35,000 miles only, one owner **DENHAM SERVICE STATION**, Ltd., Denham Bucks. Tel. Denham 2266. [C1070]

£745!!!—1953 series Vauxhall Velox full de luxe saloon, absolutely magnificent and original, fitted heater and heater, a delightful car. [C3052]

£646!!!—Current Vauxhall Velox, 1952 series very modern and attractive condition, exceptionally economical, below. [C3052]

£449!!!—1950 Velox bargain, an outstanding example of a modern powerful economical car, which we offer at bargain price, only wants seeing; 3 months' guarantee; hire purchase, exchanges. [C3052]

LAMBS OF WOOD GREEN, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C3052]

FOR sale, February 1954 Vauxhall Velox, registered mileage 6,000, beautiful condition; cash £735.—Box 518. [8518]

1950 Vauxhall Velox, heater; £450, payments.—Wes. 6631. [8562]

1953 Velox, new December, 7,000 miles, 6-ply tyres, seat covers, luggage rack; best cash offer over £725.—Box 794. [8562]

ARCHIE SIMONS & Co., Ltd.—1951 Vauxhall Velox, A colour green, fitted heater, taxed, in excellent condition; £485.—34, Gt. Portland St., W.1. Lan. 1345. [4013]

1953 Velox, one owner, 15,000 miles, loose covers, many extras, guaranteed; £775.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-2-3-4-5. [C1080]

1951 Vauxhall Velox, grey/red, heater, one owner, written guarantee; £520.—Naylor & Root, Ltd., 25, East Hill, Wandsworth, S.W.8 (few minutes Clapham Junction). Batt. 2252. [C3022]

1952 Vauxhall Velox saloon, black, fitted heater, screen clean fog lamp, a carefully used one owner car, taxed year; £615.—L. F. Dove, Ltd., Guildford Rd., Woking 1282. [C1078]

1954 (September) Vauxhall Velox 7.3 engine, black and red, taxed year unused; £325.—Box exchanges.—E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [8768]

1951 Velox black/red leather, radio, heater, spot light, 6,000 miles, £685 recently spent on car bills available in spotless condition; £495.—Read Car Co., Ltd., (Finchley Rd., Sutton, Surrey. Tel. Vigilant 8978 and 8403. [C3046]

1954 (February) Vauxhall Velox, 8,000 miles, Caribbean blue, radio, heater, loose covers, screen washers, under sealing, fog lamp, reverse lamps, perfect condition.—F. Hardy, Wanstead Rd., Boston, Lincs. Tel. 2774 Boston. [8521]

VELOX, 1954 (reg. Oct. '53), one owner, very carefully maintained and regularly serviced by Vauxhall agent, loose covers from new, wireless, heater, etc., original tyres 50% spare unused; £755.—Jack's Hill Filling Station, Gt. North Rd., Graveley, Herts. Stevenage 284. [8711]

Vauxhall Velox Cars Wanted

ALMOST new Velox required at once.—54, Stratford Hill, S.W.2. Tulse Hill 2676. [W3016]

A. E. PALMER MOTORS, Luton, the home of Vauxhall, require Velox and Wyvern Vauxhalls.—Tel. Luton 4212. [8767]

VAUXHALL MISCELLANEOUS

S **SHAW & KILBURN**, Ltd., for Vauxhalls. [C4023]

IT is important that the car you purchase is in excellent condition throughout. [C4023]

SELECTION of such modern Vauxhalls at 4-6, Berkeley Sq., W.1. Grosvenor 4828. [0017/M]

HAMILTON MOTORS (LONDON), Ltd., 466/490, Edgware Rd., London, W.2. Paddington 0022 (12 lines) Vauxhall main dealers. [C2039]

1947 Vauxhall 12, black, brown upholstery, good mechanical condition, body very clean; £345. [C425]

1948 Vauxhall Velox, black, brown upholstery, tyres good all round, body in good condition; £425. [C425]

1950 Vauxhall Wyvern, black, brown interior, body condition good, mechanically sound; £485. [C425]

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2039]

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's, of Uxbridge. [0059/R]

VAUXHALL D.X. 1956, in very good condition, trophy car, will shortly be disposed of by owner-driver, mechanically in perfect condition; company maintained; new tyres recently, new engine, etc.; body work good; bargain for enthusiast; met blue; £200 o.n.o.—Har. 4500. [0283/R]

GRAM BROTHERS (MOTORS), Ltd., main Vauxhall dealers, 7-15, Peter St., Manchester, 2, for "quality-tested" used cars, depots at Ashton (Ashton 1871), Didsbury (Didsbury 5446), Manchester (Blackfriars 9867), Stretford (Trafford 3311), Wilmslow (Wilmslow 4932). [0283/R]

Vauxhall Miscellaneous Cars Wanted

R **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

S **SHAW & KILBURN**, Ltd., Vauxhall main dealers. [C4023]

WILL purchase modern Vauxhall cars. [C4023]

4-6 Berkeley Sq., W.1. Grosvenor 4828. [0018/R]

GN, Ltd. (Vauxhall Main Dealers). [C4023]

HAVE you a post-war Vauxhall for sale? Contact G.N. Ltd., 278 Balham High Rd. S.W.17. Tel. Balham 1033. [0201/R]

V **VAUXHALL** buyers.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 3301-2. [W3018]

VAUXHALL cars, post-war models, urgently required. [C4023]

XXX H. F. Edwards offer immediate cash for good Vauxhall.—28/30, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

7-SEATER private 1937/38, 3 Limosines required, cash waiting, Alpe & Saunders Ltd., Providence Court, North Audley Street, Mayfair-2941. [W1006]

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W1352/R]

Vauxhall Spares and Service

C.A.C. **CRYDON AUTOMOBILE COMPANY**, Ltd. [C4023]

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete repairs, Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at. [C4023]

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines) [0205/R]

VETERAN CARS

WELHAM, Veteran Car Specialists, buy and sell pre-1915.—Surliton Hill Rd., Surliton, Elmbridge 1875. [C4070]

1902 Sunbeam-Mabley, excellent condition, complete lamps bell and light low-loading trailer; ready for Brighton run, £250.—Old Shoreham Garage, Shoreham-by-Sea. Tel. Shoreham 2057. [8722]

VINTAGE CARS

1926 all good; offers.—Latham, Malthouse Upton, Andover. [8512]

LANCIA Lambdas open 2-seater and drop head coupe, excellent condition; £120 cash.—Cdr. Horncastle, Trade Division, Admiralty, S.W.1. [1862]

Vintage Cars Wanted

VINTAGE standard car required, around 1920, condition not important.—State price, etc., to Box 7966. [8551]

VOLKSWAGEN

PERFORMANCE CARS, official Volkswagen agents, New and used models in stock.—Great Western, Brentford, Middlesex. Ealing 8841. [C3041]

V&F **MONACO MOTORS** the only Vc. agents specialists in London offer you their unique service, 10 years of experience, and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagens and handle no other type of car.—Below. [C4023]

V&F **MONACO MOTORS**—Used Volkswagens always in stock. [C4023]

V&F **MONACO MOTORS**—We can now accept a limited number of orders for reconditioned 1947 saloons; reconditioning includes stripping, reculousing and re-upholstering to client's requirements, rechroming, overhauling mechanically where necessary, etc., conversion to r.h.d. optional at added cost of £25. [C4023]

V&F **MONACO MOTORS**, Official Volkswagens S.W.7 (near Gloucester Road Station) Fremantle 4414. [0542/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

VOLKSWAGEN

C COLBORNE GARAGE, Ltd., Ripley, Surrey.
THE Volkswagen people, official main distributors; all spares and fully specialised services, coachbuilding and painting on premises; new, used and reconditioned cars available. Tel. Ripley 2361. (0953/R)
1954 low mileage de luxe saloons in stock.—Ralph Beard, Volkswagen specialists, East St. Farnham, Surrey. Tel. day or night 5494. (C1092)

V&F MONACO MOTORS—We buy Volkswagens, irrespective of condition, for cash.
V&F MONACO MOTORS—The Volkswagen buyers—6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Road Station). Frenantle 4414. (0293/R)
MAYFAIR GARAGES, Ltd.—Top cash prices for Volkswagens.—Balderton St., W.1. Mayfair 3104. (0415)

RICHARDS & CARR buy Volkswagens—35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)
PERFORMANCE CARS urgently require Volkswagens.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

Volkswagen Spares and Service

C COLBORNE GARAGE, Ltd., Ripley, Surrey.

GENUINE Volkswagen spares, 24-hour postal service; all repairs and service.—Tel. Ripley 2361. (0953/R)

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2361) and Dorset House (Weibek 7360) branches have factory trained mechanics and offer you full service with repairs and parts facilities. (0855/R)

V&F MONACO MOTORS—Volkswagen spares, service, repairs; reconditioned engines from £47/10 fitted in 24hrs in part exchange; insurance repairs; conversions to R.H.D.; all Volkswagen accessories stocked. (0293/R)

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REPAIRS, reasonable prices! Spares; set seat covers, R&S; chrome wheel embellishers, £1 each; luggage rack, 24/7 6. twin lamp and badge car, £22/15; exhaust deflector, cars bought, sold.—Tarrant & Frazier, 10, Winchester Mews, N.W.3. Primrose 2647. (0044)

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributors.

1953 Wolseley 6/80, black, 20,000 miles, one owner, hardly used. £275. (W4018/R)

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). (C4046)

6/80 Wolseley saloon, 1950, colour beige with brown hide upholstery, heater, radio, etc., taxed; £485. (W4018/R)

M.A., Ltd., Rooter Group Distributors, Grove Rd., South, Southsea, Portsmouth 2163. (8296)

CAR MART, Ltd.

1953 Wolseley 4/44 saloon, heater; £775.

1952 Wolseley 6/80 saloon, heater; £665.—Car Mart, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. (C1039)

H BEART & Co., Ltd., offer:—

1954 model Wolseley 6/80 saloon (first registered November, 1953), finished in black with red upholstery, fitted radio, genuine low mileage and as new throughout; full details on request—102, London Rd., Kingston-on-Thames, Kingston 3348. (C1081)

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JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

WOLSELEY 14 1938 saloon, 42,000 miles, excellent condition; £250 o.n.o.—Fane, Wheatley, Oxford. 8489

BEARTS, of Kingston, Wolseley distributors.—Spares, spares and repairs—102, London Rd., Kingston. Tel. 3348. (0083/R)

WOLSELEY

GORDON CARS (LONDON), Ltd.—1952 Wolseley 5/80 saloon, 19,000 miles, spare unused, as new; £695. (C3063)

GORDON HOUSE, 373, Euston Rd., London, N.W.1. Euston 6611. (C2023)

1950 Wolseley 6/80, 1953 condition throughout.—Jack Pozner (Autos), Ltd., 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

WOLSELEY 6/80 saloon, 1951, heater, seat covers, one owner, excellent condition, mileage 30,000; £500.—54, Station Rd., Pendlebury, Manchester. 8684

1951 Wolseley 4/50 saloon, green, heater, 19,000 miles, immaculate; £375.—Ruslip Motors, Ltd., West End Rd., Ruslip, Uxbridge 4390. (8776)

1939 Wolseley 14 sal., beautiful order; £275.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

1950 Wolseley 4/50, grey, immaculate, £495.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7611. (C4011)

WOLSELEY 1939, 14hp grey saloon, blue leather, new tyres, good condition; £200.—G. Maxwell, 19, Chigwell Rd., London, E.18. Wan. 2467. (8569)

1946 Wolseley 12hp de luxe saloon, black, brown hide, small mileage and beautifully maintained; £405.—Robbins, East Putney, Tel. 7881. (C3010)

G&M ALFREDS (1936), Ltd.—1951 Wolseley 6/80, heater, one owner, superb, written guarantee.—6-7, Warren St., W.1. Euston 3268. (C1005)

£325!!!—Wolseley 14 saloon, absolute bargain, although registered just pre-war they car both looks and runs like a 1948 motor car, luxurious leather upholstery.—Below.

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1950 Wolseley 6/80, radio, heater, Ace Rimbllabbers, 29,000, one owner, superb, £495.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 5113. (C1014)

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1952 A40 pick-up; £395; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. (C3029)

CASS'S MOTOR MART—1953 (October) Fordson 10cwt van, grey, genuine 6,000 miles; £365; written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

NEW Thames 10cwt vans.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. (C102/R)

G & M ALFREDS (1936), Ltd.—1951 Austin A70 Pick-up, 15,000 miles only.—6-7, Warren St., W.1. Euston 3666. (0723-4)

1954 Volkswagen Microbus, 1,000 miles only; £975.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Mayfair 4576. (C1050)

BRADFORD vans for sale serviced by us; main agents since 1922.—Smiting's, Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225/6. (0284/R)

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"BRITAIN and Back" car purchase plan, qualifying residents in Africa, Australia, India etc., may buy a new Austin, etc., in Britain without purchase tax, use it in Britain on leave, and ship it back.—Write for full particulars, stating requirements, to Main Agents, Steele Griffiths, Ltd., London, S.E.5, England. [0467/R]

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SHOWROOMS and Service.
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PHONE: Blackfriars 4942.
SERVICE Station: Cheetham Hill Rd.,
MANCHESTER, 8, Tel. Blackfriars 2302. [0506/R]

B.M.W.

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CADILLAC

CADILLAC—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0358/R]

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd.—15-14, Upper St. Martin's Lane (Ad), Leicester Sq., S.W.2. Temple Bar 3588—Distributors for London and Home Counties. [N1027/R]

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S.W.2. Tel. Tulse Hill 1909.
10 Tel. Macaulay 2211-2. [N1002A]
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SMITHS MOTORS OF DULWICH for Daimlers—255, Rye Lane, S.E.15 New Cross 0462. [0328/R]
DAIMLER Conquest saloon, colour blue, immediate delivery—Brew Brothers, Ltd., 135, Old Brompton Rd. S.W.7. Frenantle 3353. [N1093]
DENHAM'S for Daimlers; Area dealers, sales and service—Portsmouth Rd., Esher, Surrey, Tel. Esher 3560. [0491/R]

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ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1114. [N2058/R]

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PRIDE & CLARKE, Ltd., Morris agents; exchanges; terms.—257, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

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OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garage, Ltd., 2, Lexington St., W.1 (Gerrard 9600). Service Workshops and Spare parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 626-7). [N257/R]

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LANCASHIRE and Cheshire distributors for Opel sales, service and spares.—GROSVENOR GARAGE, Burnage Lane, Manchester, 19 Rus. 2874-5. [N199/R]

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SOLE Concessionaires, Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [N730/R]

PEUGEOT

LONDON—Peugeot sales and service.—Witcher & Son, 59, Cadogan Lane, S.W.1. Sloane 4126. [N185/R]

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4. [N898/R]

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PRIDE & CLARKE, Ltd., Renault agents, immediate delivery; exchanges, terms.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

THE famous new Renaults 750cc and 2-litre Fregate saloons.—Distributors, The County Garage (M. & H.), Ltd., Lancaster Rd., Morecambe. Tel. 207. [N671/R]

RAYMOND WAY for your Renault 750 saloon, immediate delivery; cars and motor cycles welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vaie 6044. [N778/R]

RENAULT—Leicester and Rutland County distributors; 750cc and 2-litre from stock; part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319/2023. [N5016/R]

METROPOLIS GARAGES, Ltd., the Renault distributors for sales, service and spare parts for all models.—1-31, Macleise Rd. (Olympia) W.14. She. 5385-6-7. [N626/R]

YORKSHIRE—For Renault sales & service; early delivery of the 750cc saloon and the 2-litre Fregate model.—Newton of Huddersfield, Automobile Distributors, Huddersfield. Tel. Huddersfield 3311 (5 lines). [N835/R]

AUTO SALES (LONDON), Ltd., are North London distributors of the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Beilise Rd., N.W.1. Tel. Mai. 5555. [N1010/R]

RILEY

NEW Rileys from Stock

RIPCO, Ltd., 16, Albemarle St., W.1. Hyde Park 2952-3-4. [N3052]

1½-litre delivery ex stock; one only.—Montrose Motors, Wembley 2636. [N765/R]

K.D.M. & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R]

NEW Rileys.—Try Motourists (London) Ltd., Gt. North Rd. E. Finchley Station, N.2. Tudor 2301-2. [N5016/R]

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0402. [N530/R]

PRIDE & CLARKE, Ltd.—Riley agents; exchanges; terms.—257, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

FOXTON'S GARAGE, Ltd., official dealers for Riley motor cars, favourable delivery 1½-litre model.—Piccadilly, York. Tel. 5415. [N7619]

ALPE & SAUNDERS Ltd. Agents for Rileys, offer immediate delivery 1½-litre Saloon, black, with tan leather, Provision Court, North Audley Street, Mayfair-2941. [N1006]

RILEY 1½-litre, saloon, green, one only for immediate delivery; attractive H.P. terms; any part exchange.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. [N531]

IMMEDIATE delivery new 1½-litre Riley saloon; list price £1,205/5/10.—British and Colonial Motors, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 3588. [N1027]

ROLLS-ROYCE

CAR MART, Ltd., OFFICIAL retailers offer for future delivery the Rolls-Royce Silver Dawn saloon and a range of coachwork on Silver Wraith chassis by leading coach builders. CAR MART, Ltd., Gloucester House, 150, Park Lane W.1 (corner of Piccadilly). Grosvenor 3434. [N1039/R]

GROSE, Ltd., Northampton. OFFICIAL Rolls-Royce retailers. SHOWROOMS and service. MAREFAIR, Northampton. Tel. 4540. [N520/R]

ROLLS-ROYCE

DAVID ROSENFELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5 Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd..

MANCHESTER, 8, Tel. Blackfriars 2302. [N0661/R]

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 8822. [N0139]

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork, Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [N249/R]

ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267).

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

ROVER.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R]

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 6297-8. [N2054/R]

DORKING MOTOR Co. Ltd., main dealers, Rover 60, 75 and 90.—Dorking 2256. [N1088]

ELLIOTTS OF BIDEFORD, N. Devon. Rover distributors, for earliest delivery.—Tel. 744. [N700/R]

K.D.M. & CHERRINGTON, Ltd., 9, Albemarle St., W.1. Gro. 5551. [N2054/R]

KJ MOTORS, Ltd., N.W. Kent's leading Rover main dealers.—Bromley, Rav. 3456. [N287/R]

BEXHILL—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2382/3. [N951/R]

CROYDON Main Agents, Leathwood's Garages, Ltd., 203 St. James's Rd., Croydon, Tho. 1222. [N063/R]

1954 Rover 90, new, available from stock (one only); £1,297/7/6.—Nutt Motors, North Rd., Brighton 25050. [N847]

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spares and service.—Tel. Vigilant 4444. [N1041]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. [N912/R]

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton, Tel. 4540. [N0001/R]

ROSENFELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfeld, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [N086/R]

SIMCA

LONDON, W.1.

SEE and try the new Simca Aronde, orders accepted for immediate delivery.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [N3040]

FIAT (ENGLAND), Ltd.,

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires.

IN Great Britain and Northern Ireland for Simca spares and service. Distributors and Dealers throughout the country.

SPURLING MOTOR BODIES, Ltd., Distributors for Bedford and Hertford, Lower High St., Watford. Tel. Watford 4491. [N582/R]

PRIDE & CLARKE, Ltd., Simca main agents, immediate delivery; exchanges, terms.—257, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

NEW Simcas, all models, largest selection, distributors—obviously Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232/3. [N1063]

DAVIES MOTORS, Ltd., official distributors, current full service and spares facilities.—273, London Rd., Staines. Tel. 4211 (5 lines). [N1080]

A NEW Aronde and Chateleine station wagon from Tarrant & Frazer; exchanges with pleasure; service; export; sales to U.S. Forces, foreign visitors, Diplomatic Corps arranged free of duties.—10, Winchester News, N.W.3. Primrose 6159. [N0041]

SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations; exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, A.S.W.13. Riverside 6496. [N757/R]

STANDARD

ROWLAND SMITH'S for Standard

ALL models supplied; part exchanges any distance; A confidential H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3, Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

OFFER early delivery with service on the spot day and night garage.

BERKELEY Square, London, W.1. Gro. 4343. [N840/R]

EARLY delivery Standard 8 de luxe and 10, orders welcome.

X L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [N4060]

STANDARD 8, 10 and Vanguard saloons.—Try New Cross Car Mart Ltd., Tideway 2908. [N516]

NEW CARS FOR SALE

STANDARD

VANGUARD Ph. 11 saloon.—Try Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2201-2. [N5018]

STANDARD 10 saloons.—Try Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2201-2. [N5018]

NEW Vanguard, black/green, heater, electric overdrive, £895.—Mason Bros., 151, Fitzwilliam St., Sheffield S7 4AA. [N5018]

STANDARD 8 saloons.—Try Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2201-2. [N5018]

ERKINE, Woking, for most Standard cars; exchange and immediate h.p. terms.—S. F. Erskine & Sons, Ltd., Tel. Woking 330. [N2051]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A481-2-3, offer immediate delivery Standard Vanguard Ph. 11 saloon, birch grey. [N1001]

JOHN S. THURSCOTT, Ltd., official retailers; early delivery Vanguard and Ship models.—173, Westbourne Grove, W.11. Bay 4274. [N4052]

W. I. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part exchanges.—74-78, Broadway, Bexleyheath, Tel. 1666. [0915/R]

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladston 2490. [0415/R]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0026/R]

METROPOLIS GARAGES, Ltd., the Standard agents, for sale, service and spare parts for all models.—1-31, Maclede Rd. (Olympia), W.14. She. 5955-57. [0600]

PRIDE & CLARKE, Ltd.—Exchange your car now for a new Standard Vanguard; immediate delivery; terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

STANDARD and Triumph (distributors in Surrey since 1911); immediate delivery Phase II Vanguard saloons, choice of colour; diesel engine saloon on view; dem. available.—Lanckester Engineering Co., Ltd. 39-43, Eden St., Kingston. Tel. Kin. 5151-4. [0402/R]

PLANNING to buy a new Standard? For early delivery of a new Eight or Ten saloon, Vanguard petrol or diesel saloon or estate car, it is so convenient to make your choice from Ferraris of Cricklewood; your present car accepted in part payment at its current market value and credit facilities confidentially arranged. [N2008]

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladston 2254. Open week-days 8 a.m. to 6 p.m. [N2008]

STUDEBAKER

STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spare parts for all models. Hawley Cres., Camden Town, Gt. 4141. [0091/R]

SUNBEAM-TALBOT

SUNBEAM-TALBOT coupe finished in blue for immediate delivery.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Fremantle 353. [N1053]

IMMEDIATE delivery new Sunbeam-Talbot convertible; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. [1710]

SUNBEAM-TALBOT.—Smith Auto Co., Ltd., main dealers for Rootes Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon. Croydon 4600/4632. [0869/R]

ALWAYS prompt and efficient service from the Central London Rootes Agents, Sunbeam-Talbots our speciality, immediate attention to your enquiries.—Cattlemore (Garages), Ltd., 79-89, Pentonville Rd. (near Kings Cross Station), London, N.1. Tel. 1001. [0405/R]

SWALLOW DORETTI

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088. [N3068/R]

SWALLOW DORETTI distributors in areas of Surrey, Sussex and Kent. [0869/R]

DORETTI.—Distributors for the Greater Birmingham area; early delivery; terms, exchanges.—P. J. Evans Ltd., John Bright St. Mid 2911. [0897/R]

DREWS, Ltd., East London Doretti distributors, for demonstration and early delivery.—Woodrange Service Station, Romford Rd., E.7. Gra. 6601-2. [1794]

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston-on-Thames, Surrey distributors for Swallow Doretti, offer immediate delivery; demonstration car now available.—Tel. Kingston 3151/4. [0323/R]

PRIDE & CLARKE, Ltd., main agents for Swallow Doretti, enquiries invited for this exciting new 2-litre 100 m.p.h. sports car, favourable delivery; terms, exchanges.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

TRIUMPH

GATEHOUSE offer:—NEW T.R.3 sports, white, with overdrive; list price. A.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [C202]

TRIUMPH

ROWLAND SMITH'S for Triumphs. ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BERKELEY SQUARE HOUSE GARAGE, Ltd. OFFER early delivery with service on the spot; day and night garage. [N5056/R]

BERKELEY Sq., London, W.1. Gro. 4343. [0856/R]

TRIUMPH T.R.2 and Renown saloons.—Try New Cross Car Mart, Ltd., Tideway 2908. [8517]

NEW Triumph T.R.2 sports, pearl white, wire wheels, knock-on caps, for immediate delivery. [N5056/R]

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladston 2490 and 0298. [18758]

KJ MOTORS, Ltd.—Renown, T.R.2. Vanguard models; early delivery.—Bromley, Rav. 3456. [N3056/R]

JACK ROSE, Ltd., Standard and Triumph Agents and Stockists.—High St., Banstead, Surrey. Burgh Heath 2576-7. [10285]

RENOVATION saloon.—Try Motorists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2201-2. [N5018]

PRIDE & CLARKE, Ltd.—Triumph agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

TRIUMPH T.R.2, British racing green, overdrive; list price.—Brown's Garage, Loughton (Essex) 6262 (Tube). [N1034]

TR2 for immediate delivery, colour British Racing Green with brown leather.—F. H. Moss, Ltd., Park St., Luton, 5825-6. [18490]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph Main Distributors in areas of Surrey and Kent. [0495/R]

LANKESTER ENGINEERING Co., Ltd., Standard and Triumph distributors; immediate delivery.—Renown saloon, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 5151-4. [0893/R]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn Ltd., Showrooms.—4-6, Berkeley Sq., W.1. Grosvenor 4328. [N3068/R]

PARTS and service: Western Ave., W.3. Acorn 4641. [0019/R]

KEITH & BOYLE (Ldn.), Ltd., Terminal House 80, Clapham Rd., S.W.9 (close to Oval Underground). [0808/R]

VAUXHALL main dealers, spares and service Tel. Reigate 4211 (extension 10 or 19). [0808/R]

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bromley, Rav. 3456. [0221/R]

VAUXHALL.—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guildford Rd., Woking, Tel. 1282. [N1078]

VOLKSWAGEN

VW MOTORS, Ltd. SOLE concessionaires Great Britain and Northern Ireland.—Cars available for early delivery.—Byron House, 7-9, St. James's St., London, S.W.1. Whl. 10648. [0648]

COLBORNE GARAGE, Ltd., Ripley, Surrey. BUY your new Volkswagen from the original specialists and main distributors; full service facilities. Tel. Ripley 2361. [0017/R]

SUSSEX distributors, Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34057-8. [0190/R]

EUROPEAN CARS, Ltd., distributors for London Western districts, early delivery, demonstration, exchanges, terms; also vans, pick-ups and buses. 129-131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. A481-2-3, main distributors for West Herts, offer early delivery de luxe saloons. [N1001]

CROYDON.—H. Harmer Car Sales, Ltd., Area Dealer, 444/8, Brighton Rd., South Croydon. Croydon 6225. Updon 8629. [0127/R]

YORKSHIRE county distributors can offer early delivery all models; full spares and service facilities available.—Moortown Garage, Ltd., 398, Harrogate Rd., Leeds, 7. Tel. 665131 (2 lines). [0723/R]

DAVIES MOTORS, Ltd., official distributors; current demonstration car available; early deliveries, full service and spares facilities.—275, London Rd., Staines, Tel. 4211 (5 lines). [N1090]

LOXFORD GARAGE for Volkswagen saloon and commercial vehicles; sales and service; part exchanges and h.p. terms' official main agents.—Loxford Garage, Ilford Lane, Ilford. Tel. 5155-6. [0927/R]

VOLKSWAGEN

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358/9. Complete facilities. [0126/R]

PRIDE & CLARKE, Ltd., South London distributors.—Early delivery of all models; choice of colour; demonstrations; exchanges, terms; "by return" spares service.—158, Stockwell Rd., S.W.9. Brixton 6251. [N3068/R]

WILLIAM ARNOLD, Ltd., Volkswagen distributors for S. Lancs, Cheshire and N. Wales; sales, spares, service; demonstration car available.—Upper Brook St., Manchester, 13. Tel. Ardwick 4261-7. [0519/R]

ALL models (standard and de luxe saloons, Microbus, Kombi, van, pick-up, ambulance) from Farant & Frazer; exchanges with pleasure; demonstration any time; service; export; sales to U.S. Forces, foreign visitors, Diplomatic Corps arranged free of duties.—10, Winchester Mews, N.W.3. Primrose 6159. [00041]

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life, saloons from £599/15/4; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details. [N5018]

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yds. Holland Park Tube.) Park 5066. [N1017]

WILLYS

WILLYS cars, sole concessionaires for Great Britain, sales, service, spares.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6; regional contact; opposite London Airport, Hayes, Middlesex. [0812/R]

WOLSELEY

EW EUSTACE WATKINS, Ltd., sole London distributors; early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5951.) [N4046]

ROWLAND SMITH'S for Wolseley. ALL models supplied; part exchanges any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—WOLSELEY 6/80 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [N4009]

PRIDE & CLARKE, Ltd., Wolseley agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. [N3068/R]

R. C. WIMBUSH, Ltd.—Wolseley stockists; part exchange and hire purchase facilities.—312, Court Rd., London, S.W.5. Fremantle 8401-3. [N4056]

JACK ROSE, Ltd., Wolseley Agents and Stockists for your new 4/44 and 6/80.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. Burgh Heath 2376-7. [1713]

C. W. J. COLES (CROYDON), Ltd., official agents, offer early delivery of 6/80 and 4/44 models, part exchange and hire purchase.—18, Blunt Rd., South Croydon, Cro. 0074/5. [N1027]

IMMEDIATE delivery new Wolseley 6/80 saloon; list price £950/5/0.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. (adj. Leicester Square Tube Station). Temple Bar 5594. [N1027]

MEBES & MEBES, Ltd. (Est. 1895), the Wolseley specialists for past 30 years, offer early delivery of both Four-Forty-Four and Six-Eighty saloons, various colours; part exchange and extended payments; always in stock a number of used Wolseley cars with B.M.C. warranty.—The Broadway Mill Hill, N.W.7. Tel. Mill 2040. [N5012]

MISCELLANEOUS CARS

GATEHOUSE MOTORS. ARE stockists for Austin, Ford and Singer cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mout. 4444. [0466/R]

ROWLAND SMITH'S for new cars, all makes supplied; stockists for Austin, Ford, Jaguar, M.G., Morris, Standard, Triumph and Wolseley. PART exchanges; any distance; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Stn. 8000. [0715/R]

COMMERCIAL VEHICLES

NEW Vanguard van, bench seat, £604.—Mason Bros., 151, Fitzwilliam St., Sheffield. Tel. 20744. [18677]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO 1954 Vauxhall Velox or 1954 new style Ford small mileage charge, or alternative rates; A.A., R.A.C., radio, heater. Continental touring; special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Petersham Mews, S.W.7. Western 4108. Cables: Synchro, London. [0636/R]

MANCHESTER.—Drive yourself 1953-54 saloons; overseas visitors specially catered for. SUREFLEET, delivery anywhere in England. [0646/R]

SUREFLEET, lowest rates in the trade. SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16. Tel. Moss Side 1957. [0646/R]

CARS FOR HIRE

SLOUGH CAR HIRE.—A40 saloons, drive yourself.—Rear, 36, Mackenzie St., Tel. Slough 20501. [0132/R]

SMITH & HUNTER, for self-drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0459/R]

IRELAND Self Drive.—Ryans, 33, Upper O'Connell St., Dublin; 7, Crofton Ave., Dun Laoghaire. [0877/R]

IVOR HILL, Ltd.—1954 A40 Somersets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5866. [0580/R]

CHELTEMHAM.—Self-drive Minors, Oxford; Provincial terms are cheaper.—Regent Motors, Tel. 2041. 7680 [0459/R]

SELF-DRIVE post-war Morris Austin A40, Morris Minor.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [17576]

1954 self-drive cars available for hire from Self Motoring, Ltd., 106, Knightsbridge, S.W.1. Tel. Ken. 6428 and Bayswater 8229 (garage). [2057]

CARS FOR HIRE

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordington Mews, W.1. Par. 9864-5. [0466/R]

LONDON'S lowest rates. The private car chauffeur-driven hire service.—Lontax (Vic. 7771-21), Dolphin Square, S.W.1. [0042/R]

HAROLD R. HILLS GARAGE.—Garage accommodation, service, high-class car hire.—3-6, Ensignmore Mews, S.W.7. Kensington 4020. [0551/R]

WIMBLEDON CAR HIRE, Self-drive Specialists, 1952-54 Austin A30s, A30s and A70s; competitive rates.—Mansel Rd., S.W.19. Wimb. 3854. [0611/R]

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars; current models.—110, Wood Vale, Forest Hill, S.E.25. (For 8422.) [0611/R]

A40s, A70s, A90s, saloons and convertibles to drive yourself, book now for your summer holidays.—Truman's Garages, Queensway, W.2. Tel. Bay, 64. [0686/R]

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

1954/3 Zephyrs, 17gms a week, 600 miles; also new Consul, Oxford, 50 from miles; lowest tariff—Alliance, 29, Burne St., Edgware Rd., London, N.W.1. Paddington 2646/6801. [0318/R]

POST-WAR self-drive cars from £10 per week or daily, special facilities for overseas visitors. G.P. (Baham), Ltd., 2c, Baham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [M2024/R]

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 8 and 10hp Fords; unlimited mileage cars; care delivered.—Bri. 5532 and 9637. 290, Millwood Rd., Herne Hill, S.E.24. [0693/R]

CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability, chauffeur driven, 1952-54 A50s, A40s and A70s to drive yourself; competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 8689. [0089/R]

GEE CARs self-drive hire with new Ford Consul, etc., unlimited mileage, special facilities for overseas visitors, cheap winter rates October to March, also chauffeur Humber Pullmans, Austins, etc.; cars hired out on contract.

60-62, Queenstown Rd., London, S.W.8. Macaulay 3363. [0091/R]

DRIVE YOURSELF HIRE Co. (LONDON), Ltd.—1953/4 cars from £20 per day, 50 from miles; holidays, tours, business, tariff on request.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493. 20, Grosvenor Place, Victoria, S.W.1. Sio. 9944. [0507/R]

SUSSEX MOTORS—Self-drive, chauffeur-driven, 1952-53 Morris Minors, Austin A40, Vauxhalls, Standard Vanguards; overseas visitors catered for.—1, Burwood News, Burwood Place, Edgware Rd., London, W.2 (near Marble Arch). Pad. 5306 and Amp. 5025. [0602/R]

SELF-DRIVE—Coming on leave, visiting Britain? Our keenest rates for vacation period hire; slim your motoring budget; modern fleet; alternative types available.—Horton, Ove-Write, 190, W. Finchley Rd., N.W.3. Hampstead 087-8-9. [0031/R]

OVERSEAS visitors, a fleet of 1952-3 Austin Drive-hire saloons for hire to drive yourself; send for illustrated brochure to Drive-hire Cars, Ltd., Head Office, Kingway Airport, Mon. Available at 12 Drive-hire stations throughout Britain. Also available for home market. [0211/R]

WILSONS, established 50 years; new cars in perfect condition, self-drive from £1 per day or £5 per week; winter rate includes 210 miles per week; cars also for sale with guaranteed repurchase.—Wilson's, 34, Acree Lane, S.W.2 Brixton 4011; 1, Dorking, Epsom 3391. [0602/R]

WELBECK CAR HIRE offer:—New self-drive cars, no mileage charge, you just pay a flat rental and that is all;—ship one day £1/15, 24 hours £2/10, one week £12/10, new 30 years, £225 per day and £16 per week.—Welbeck Car Hire, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991. Office hours 9 a.m. to 6 p.m. [0631/R]

DRIVE YOURSELF HIRE—1953/4 saloons; choice of cars from £1 per day with unlimited mileage for period hire; overseas visitors, both old and new clients, specially welcomed; we have been pioneers of self-drive hire for over 30 years.—Ove-Write, 190, W. Finchley Rd., N.W.3. Hampstead 087-8-9. [0031/R]

OVERSEAS visitors.—Opposite London Airport is Steele Griffiths' new overseas visitors' branch, comprehensive service, chauffeur-driven or self-drive cars, new Vauxhalls still available for you to drive on your vacation—competitive rates—no extra mileage charge; book your leave now; A.A., R.A.C.—Steele Griffiths, opposite London Airport, Hayes, Middlesex. Rodney 2201-6. Reference: Barclays Bank, London, S.E.5. [0814/R]

DO a "good deal" better with Carr Bros. self-drive or chauffeur hire, best cars, best terms with choice of tariffs from nearest of 5 branches.—Ger. 6678-9. Renew 6393. Uplands 4611. Hounslow 4606. Wallington 4606. Call/write Soho Garage, 21, Soho Sq., London, W.1, for particulars. Branch opposite London Airport. Head Office—Purley, (Cables: "Carbros, Croydon, Eng.") [0609/R]

600 new 1954 U-drive cars, estate cars, from 35/- a day for 30 miles, excess 2d a mile; Britain and Europe, radio/ heaters; recommended by R.A.C. and A.A.; tested, properly charged and repaired; special facilities overseas visitors; experience service which has built up Britain's largest new car fleet. J. Davy, Baham Hill, S.W.12. Sio. 9944. [0201/R]

Also Earls Court (Fre. 6000) and Knightsbridge (Kni. 4211). [0401/R]

CARS FOR HIRE

HIRE a car as private as your own from Victor Britain, the Car Hire Specialists; day, less and always get a new car; self-drive Morris Oxford, Ford Consul or Vauxhall Velox 6-cylinder from £1 a day or £6 a week and an easy 3d a mile; all petrol and oil free; telephone or call.—Victor Britain, Ltd., 12a, Berkeley St., London, W.1 (Tel. Grosvenor 4881); or 11, Ot. Cumberland Place, Marble Arch, W.1. (Tel. Ambassador 2814). [0772/R]

DAY AND NIGHT SERVICE

A.O. (Always open). N.S. (Not Sunday).
ASHFORD, Middx.—Herbert & Mills, Ltd., Church Rd., R.A.C. & A.A. reprs. Tel. 2878. 2960 A.O.
MANCHESTER, 3, City Centre.—Williams Motor Co., Ltd., 1-15, Trafford St., Always open for garage, petrol and complete breakdown and accident service. [0769/R]

EXCHANGE

RAYMOND WAY,
RAYMOND WAY OF KILBURN,
RAYMOND WAY, the exchange specialists.

YOUR car taken as a deposit on a motor cycle or motor cycle in part exchange for a car; if the value of your vehicle is more than the deposit you require we will gladly refund you cash for the difference.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.5. Maiden Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [0831/R]

ROWLAND SMITH will quote for your car in part exchange; highest allowance for motor cycles and 3-wheelers; particulars and list on request.

ROWLAND SMITH for hire purchase terms; private and confidential; immediate delivery in approved cases; references and guarantors not essential, cash refunded on exchange; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. [M4018/R]

EXCHANGE your car for a new or used motor cycle or combination; we offer you a cash refund if our part exchange allowance exceeds the deposit on the machine of your choice; terms over 18 or 24 months.—Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0036/R]

CAR RADIO

RADIOMOBILE accredited dealers; qualified mechanics are always available for car radio repairs.
NORMAND, Ltd., 405-9, King St., W.6. Riv. 5665. [0222/R]

J. DAVY, H.M.V. car radio, accredited dealers, Smith's Radiomobile sales and service.—Western 9641. [0159/R]

MOTOROLA, world's finest motor radio, sole licensees and registered users.—World Radio, Ltd., Edgware Rd., London, N.W.2. Gladstone 4255. [0419/R]

ALL types of car radio supplies installed and serviced by competent radio mechanics.—The Car Mart, Ltd., Upper Montague St., London, W.1. Ambassador 1937. [0162/R]

UNIVERSITY ELECTRICS, Ltd., 7, Hertford St., W.1. Gro. 4141.—Specialists in car radio, H.M.V. Radiomobile, Ekco, etc., expert installation and service for trade and retail. [0668/R]

SPINKS (TWICKENHAM), Ltd., 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1955-6-7.—Accredited Radiomobile station; expert installations and service; trade and retail, all makes available. [0116/R]

COACHBUILDERS AND BODIES

PILCHERS, 314, Kingston Rd., S.W.20. Liberty 2350; body repair and painting, all processes private and commercial; trade enquiries invited. [0125/R]

TICKFORD, Ltd., Coachbuilders, 8, Upper St. Martin's Lane, W.C.2 Temple Bar 3538. Repairs executed of every description. [M4029/R]

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Cellulose, Trimming, Complete Bodies Built.—Station Approach, Kew Gardens, Richmond 1161. [4527/R]

COACHBUILDERS AND BODIES

JACK BARCLAY (SERVICE), Ltd., can undertake all classes of coach repair work at Danvers St., Chelsea, London, S.W.3. Faxman 2223. [M1082/R]

LAWTON-GOODMAN, 135, Criklewood Broadway, N.W.2. Gladstone 2226, coachwork repairs, modifications and renovations, first-class work, prompt delivery low prices. [M2022/R]

W. M. PARK (COACHBUILDERS), Ltd.—Body building and all repairs, reconditioning, trimming and conversions, special facilities for overseas visitors. Fibreglass constructions and repairs undertaken.—Mortlake Rd., Kew, Ric. 5625-6. [0048/R]

RONALD KENT (COACHBUILDERS), Ltd., the specialists in accident repair work, offer courteous and efficient service combined with really economical prices for all types of motor body repairs, renovations, cellulosing and trimming.—Coalwharf Rd. (first turning left out of Shepherd's Bush Central Line Station), Shepherd's Bush 2231. [0412/R]

50 in, velour head lining, 7/6 yd. Vynide leather, 32/6 yd. 54in. double felt, 7/6 yd.; bucket seats complete, 45/-; shell only, 25/-; new easyfit rubber window channel, 7d. ft., for 30-page price list with practical hints and tips for all body repairs; over 200 mouldings, beadings, channels, windows, Perspex, trimmings, fittings, etc., sent P.O. 2, and stamp. [M4061/R]

FOR every requirement, body fittings and trimmings, bucket seats, large selection including light steel frames, 25/-; upholstered Vynide spring cushions £4; tubular framed from £4/15; light alloy frames, 14in 65/-; 16in 65/-; trimmed Connolly hide, Dunlopilo £8/15; back lights (rear windows) from 26/6; cycle type wings; steel and light alloy window channels; aluminium sheeting, mouldings and sections, body fittings; stamp list.—Derrington, 159-161, London Rd., Kingston 5621-2. [M1071/R]

CONTACT LENSES

MODERN CONTACT LENS CENTRE, 7(F), Endeavour Court, W.C.1.—Deferred terms; booklet sent. [0894/R]

FINANCIAL PARTNERSHIPS

ADVERTISING, 36, seeks directorship or partnership motor trade, mainly interested sales side. A present partner in business divorced from motor trade, but heart and soul in cars; capital available £2,500. £5,000.—Box 7982. [0574/R]

GARAGE FACILITIES

LONDON Airport.—Steele Griffiths' new branch opposite London Airport, Middlesex, offers under-cover garage facilities for those leaving or arriving by air; please book in advance.—Hounslow 4606. [0515/R]

LAMPS, ETC.

YELLOW head lamp bulbs for Continental driving available for most makes; Beverley Motors, Coombe Rd., New Malden Malden 3232-3. [1759/R]

PACKING AND SHIPPING

R & J PARK, Ltd., 143/5 Finchchurch St., EC3. Mansion House 3083. Packing Works: Dominion Works, Chiswick, W.4. Chiswick 7761. Special shipping to the motor trade. [0630/R]

THE MOTOR PACKING Co., Ltd. London Colney Heris (Tel. 3146) specialists with 40 years experience in packing and shipping, can reduce your landed costs by their C.R.D. methods; collection and delivery l.o.b. or c.i.f. Branches Coventry and Liverpool. [0206/R]

PATENTS, EXPERIMENTAL WORK

J. E. S. LOCKWOOD, patent agent, White House, 111, New St., Birmingham. Handbooks free. [5534/R]

TUITION

INDIVIDUAL driving instruction, expert instructors dual-control Austins.—Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. [0815/R]

AUTOMOBILE Engineering.—Whole-time technical and practical training leading to executive posts sphere of design, development, experimental work, operation, maintenance, repairs, sales. Extended courses to prepare for A.M.I.Mech.E., A.M.I.M.I. and City and Guilds examination. Courses in agricultural and aeronautical engineering also available.—Prospect from College Secretary, The College of Aeronautical and Automobile Engineering, Sydney St., Chelsea, London, S.W.3. Faxman 0021. [0536/R]

PARTS & ACCESSORIES, REPAIRERS, ETC.

AXLESHAFTS

WEST LONDON REPAIR Co., Ltd. Wim. 6316-7. **FRONT** and rear axles, suspension units, shafts, etc., straightened, heat treated, crack detected.—58a, High St., Wimbledon. [0586/R]

ELEPHANT MOTORS, Ltd., Axleshafts, London's largest stock of all makes. Can we help you? **CROWN** wheels and pinions; large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hip. 3262. [0609/R]

CROWN wheels and pinions, N.R. for Morris 8 95/- pair; Ford 8 99/6; Hillman Max, £6/5; Singer 8 and 9 66/5; Standard L.9 65/15; Vauxhall, £6.—Witham's, 18, Baham Hill, London, S.W.12. Battersea 3280/3769. [0905/R]

1500 all types, crown wheels and pinions and 5,000 axleshafts available, new or second-hand; parts despatched e.o.d., satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonegarages, Cheshamfield, Tel. 4615. [0223/R]

BATTERIES, CHARGERS, ETC.

BATTERIES—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested, properly charged and repaired; R.A.C. appointed; hours 8.30-5.30, Saturday 1 p.m. Trade enquiries invited.—Speedwell, 3, Mardale St., Shepherd's Bush, W.12. Sio. 4224 also behind 9, Upper Wickham Lane, Wellesley, Kent. Tel. Woolwich 4336. Early closing Wednesday. [8657/R]

BATTERIES, CHARGERS, ETC.

47/6—Batteries prices down again! 6-volt 9-plate 47/6; 6-volt 11-plate 56/6; 12-volt 9-plate 92/6.—Withams, 18, Baham Hill, S.W.12. Battersea 3280/3769. [0828/R]

BATTERY plates, machine pasted, highest quality, squat and standard.—Send your enquiries to Oakley (Wolverhampton), Ltd., Horseley Fields, Battery Works, Wolverhampton. [4187/R]

BRAKES, CABLES, ETC.

THOS. RICHFIELD & SON, Ltd., 8, Broadstone Place, London, W.1. Estab. 1938. Tel. Welbeck 0402 (5 lines). **RICHFIELD** replacement brake cables, England's leading manufacturers of brake cable units, British, Continental and American, 20,000 cables in stock, all types supplied or repaired, only genuine Bowden materials used; send for trade list; new cables from 2/- each. [0069/R]

YOUNG'S brake lining service; send your brake shoes for relining with genuine Durox brake linings; prompt dispatch; quotations by return.—20/32, Tooting Bec Rd., London, S.W.17. Baham 7201. [0062/R]

CARBURETTORS, ECONOMISERS

COX-ATMOS engine warmer ensures more mpg and reduced engine wear.—Cox-Atmos Products, Ltd., 24, Widney Rd., Knowle, Birmingham. [0039/R]

BARKERS MOTORS (LONDON), Ltd., Tel. Baham 6666, authorised main S.U. stockists and fitting station.—209, Baham High Rd., S.W.17. [0525/R]

CARBURETTORS, ECONOMISERS

GL **ZENITH** carburetors.
STROMBERG and S.U. carburetors.

GOWER & LEE, Ltd., supply new and replacement units; parts and service at Central London Depot.—Gower & Lee, Ltd., 1-2, Thornton Place, York St., Baker St., W.1. Welbeck 6628 (3 lines). [0833/R]

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool 1. Royal 7089 (10 lines). **OFFICIAL** S.U. and Solex agents; large stocks of private and commercial, new and replacement S.U. and A.C. fuel pumps; prompt postal service. [0105/R]

S.U.—Official service depot.—Carburetors and petrol pumps reconditioned by return of post, rapid tuning service.—Polards 1122.

ROSS & LAWSON, Ltd., 1076/1096 London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R]

TWIN carburetor units for 25% increase in power, giving up to 50% better acceleration, redesigned high-efficiency manifolds with twin-linked carburetors for Austin A30, Minor 950 £17/10, Minor 950 Oxford Ford 8 and 10, Renault 750 £26, Consul £30; stamp list, performance figures.—Derrington, 159-161, London Rd., Kingston 5621-2. [01071/R]

PARTS AND ACCESSORIES, REPAIRERS, ETC.

CARBURETTORS, ECONOMISERS

S CARBURETTORS and pressure pumps
S SERVICE, tuning, repairs
S SOLE distributors

W H. M. BURGESS, Ltd., 32, Brunel Rd., Old Oak Common Lane, Acton, W.2. Shepherd's Bush 5361 (4 lines). It will be appreciated if you will phone for an appointment. (0655/R)

Z ENITH, 201A, S.U. new and replacement units and spares—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). (0325/R)

V OKES Gasmaster for increased mileage, prices of all models 14/6; easily fitted, trade and retail enquiries—V. Omerods, Ltd., Oxford House, Portsmouth Rd., Thames Ditton, Surrey. Emb 2323/4. (0575/R)

O FFICIAL Zenith, Stromberg, Solex and S.U. agents, largest stock of carburettors and spares in the North, conversion sets for American cars, flexible petrol pipes and air filters, prompt attention to postal enquiries—Lime St. Garage (Lpool) Ltd., Bolton St., Liverpool 3. Royal 3232-33. (0252/R)

CAR CARPETS

W OOL pile and rubber-backed carpets, ribbed Har-dura and rubber mats, link mats, tailored to fit all models, popular colour range; state model, hp, year.

U PHOLSTERY covers, trave, rugs, luggage covers and Octopus traps, prompt delivery, carriage paid.

T HE CAR MAT Co., Ltd. (est. 1930), 16, Colville Rd., Westbourne Grove, London, W.11. Bay. 6262/5. (0164/R)

CAR COVERS

"SILVERNOIL" car covers, strong, durable, new process, silver sheeting, guaranteed 100% waterproof, welded waterproof seams, reinforced eyeletting, light in weight, easy to handle, 8ft x 12ft, 27/6; 8ft x 12ft, 37/6; 15ft x 12ft, 50/-; 15ft x 12ft, 70/-; 20ft x 13ft, 90/-; post and packing 2/6; dust sheets, made from superfine parachute material, complete cover, 8/12hp 40/-, 14/30hp 60/-, post free—H. C. Briggs, 86, Forest Rd., Walthamstow, London E.17. Larkwood 510. (0321/R)

CHROMIUM PLATING

R EFLLECTORS heavily resilvered with 5-year guarantee 8/-, repeated same day—Tewkesbury Plating Co., Tewkesbury. (7558)

H EADLAMP reflectors heavily electroplated, silver mirror finish guaranteed, 5/9 each; returned day received, send P.O.—R. E. Packer, Slon Place, Clifton, Bristol. (0308/R)

H EADLAMP reflectors resilvered, 7/6 each, plus P & P 1/- each; cash with order; 24-hour service, trade enquiries invited—Marshall Beresford 18, Boston Place, Marylebone, N.W.1. Pad 5995. (0032/R)

C UT your plating costs on rechroming all car fittings, highest quality finish for over 50 years, green prices; trade enquiries invited—T. Smith & Co., Ltd., Est. 1895, 35, Clerkenwell Close, London E.C.1. Tel. Clerkenwell 7314. (0045/R)

CLOTHING, ETC.

C LAUDE RYE, Ltd.—Huge stock of clothing etc. at cheapest prices—555-521, Fulham Rd., London, S.W.6. Renown 6174. (0645/R)

CYLINDER BLOCKS

2/3 RD usual cost.
 3 Months written guarantee.
48-HOUR Service, no collection fees.
SEND your fracture casting to—Deveralls, Cranham Rd., Romford, Hornchurch 6539. (8729)

R EPAIRED without distortion for electro deposition at 60° Fahr., no dismantling except for internal fractures, tensile strength greater than original, repair guaranteed—process as approved by A.A. and R.A.C. Platanwood, 4a, Lottie St., S.E.16. Bernwood 1486. (0032/R)

CYLINDER GRINDING, ETC.

L ET us rebore your car on your own premises; supply pistons any distance—Phayse & Sons, 43a, Brookhill Rd., W. Clith, S.E.16. Woe 4657/666. (0796/R)

R EBORING on your own premises 12/6, sleeving 25/- per bore, immediate service—Taylor & Day, Edinboro Ave., Norbury, S.W.16. Pol. 4788. (8194)

E NGINES rebored on your premises without removal from chassis, Van Norman process, Hepolite piston, Maycraft Motors, 24, Leyton Rd., Hornsey, N.8. Mountview 4871. (0037/R)

P RECISION engineers, ramshaft and crankshaft re-boring and grinding, oil capacity boring and sleeving, metal spraying and welding cylindrical and bar grinding.

S PARE PARTS SERVICES (CRICKLEWOOD) Ltd., Edgware Road (Nr. Staples Corner), London, N.W.2. (Gladstone 2558-8716). (0919/R)

F OR first-class service and outstanding workmanship—Hamilton Motors (London), Ltd., 466-490, Edgware Rd., London, W.2. and 169-171, Harrow Rd., W.2. Paddington 0022 (12 lines). (0096/R)

B ENSHAM LANE GARAGE, Ltd.—Crankshaft grinding line boring, bearings remounted, reboring, sleeving surface grinding—32-34, Bensham Lane, W. Croydon, Thorne Heath 4126. (0510/R)

T ANTON & SWEET (Battersea 2242/3)—Crankshaft grinding and cylinder boring, piston and bearing stockists, specialists in overhaul of diesel engines; rods remounted line boring of main bearings, surface grinding and valve inserts fitted—228, Barratt Lane, S.W.18. (0068/R)

P RECISION super finished rebores with best pistons complete Austin 7 72/-, popular 8/10hp 45/-, 4-hr. service, exchange crankshaft stocked, surface crankshaft grinding, remounting, drums machined from 3/6—Rowley & Louis, Summerland Gardens, Muswell Hill, N.10. Tudor 5670. (0292/R)

J AUSTIN & SONS, Ltd. specialists in cylinder boring and grinding crankshaft grinding, line boring, rods remounted, 24-hour service; valve inserts, brake drums skimmed, cylinder heads refaced, all types of engines reconditioned including diesel; collection and delivery, trade supplied—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (0005/R)

CYLINDER HEADS

S ILVERTOP H.C. light-alloy cylinder heads, develop up to 25% more power and performance, with greater economy, fit one to obtain the best from premium fuel, for Morris 8 series 1 and 11, Ford 8 and 10 (Sport dynamo), 8/10, Ford 8 and 10 (platinum dynamo) 28, Morris series 8 28/10, Minor, Minx and Talbot (sv), 4/10/10 stamp list, performance figures—Derrinton, 159-162, London Rd., Kingston 5621-2. (C1071)

DYNAMOS

P RIDE & CLARKE, Ltd., for new and second-hand dynamo starters, starter batteries, lamps, Stockwell Rd., S.W.9. Bri. 6251. (0736/R)

ELECTRICAL EQUIPMENT

C OUNTRY house diesel light and power plants, specialists 2 to 25kva, separate dynamo, alternators or engines; lists free.

P OWERCIO, Wandsworth Town Station Works, York Rd., London, S.W.18. Van. 5234 (10 mins Water-oo). (0620/R)

C LARE'S MOTOR WORKS—Second-hand and reconditioned exchange stocks of dynamos, Austin motor nets, distributors and S.U. pumps; quotations for repairs or replacements—Clare's Motor Works, 260, Knights Hill, West Norwood, S.E.27. (0149/R)

ENGINES AND ACCESSORIES

R OLLS-ROYCE and Bentley.

J ACK BARCLAY (SERVICE), Ltd.—Officially appointed repairers, will overhaul your engine or supply replacement for certain series—Danvers St., Chelsea, S.W.3. Fil. 2223. (M1082/R)

J AUSTIN & SONS, Ltd.

I N stock, Ford factory reconditioned 8hp and 10hp engines; also exchange, 8 22hp, V.8 30hp, V.8 32hp, Canadian and Mercury new Ford 8hp, 10hp and V.8 30hp engines; exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con-rods exchanged; trade supplied—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. (0006/R)

A USTIN 7 reconditioned engines, 3 bearing 434; 2-bearing 431/10; engines forwarded against return-exchange or reconditioning; all units tested guaranteed six months.

B & H MOTORS, Bignells Corner, South Mimms, B. Herts. Tel. South Mimms 2231-2. (M1020/R)

F OR sale, 1935 Chrysler 20hp, engine (only) can be seen running—T. Davis, Sea Place Garage, Goring-on-Sea, Glos. (7459)

B EARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames—Wolsey reconditioned factory exchange units series II and III—Kingston 3548 10467/R

A RMSTRONG SIDDELEY engines, immediate exchange or reconditioning; all units tested guaranteed six months.

A RCOT ENGINEERING, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Tel. Kensington 7301. (0910/R)

E USTACE WATKINS, Ltd., Chelsea Manor St., London distributors Wolsey cars; exchange engines stocked for all models; any make of engine reconditioned. (0278/R)

H UMBER, Hillman and Commer engine specialists, reconditioned Minx 426; Humber Super Snipe 450; factory reconditioned engines for all models from stock.

R J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. (0718/R)

S TOCKS OF BALHAM, crankshaft and cylinder grinders; reconditioned engines, Morris, Hillman, Aub., Commer 44—Tel. Bal. 4825, 11, Balham Grove, S.W.12. (0764/R)

B LACKBIRD HILL GARAGE, Ltd., stock reconditioned engines for Austin Big Seven; 8hp, 10hp, 12hp and 16hp A40 and Commercial, Morris 8hp, 12hp and 16hp vans, Standard 8hp, your old engine taken in exchange; please quote car numbers.

B LACKBIRD HILL GARAGE, Ltd., Kingsbury, N.W.10. Colindale 6154-5-6. (0657/R)

F ORD V.8/22hp exchange engines, cylinder sleeved standard, crankshafts ground standard undersize con-rods resealed, etc. 6 months guarantee, 456; as above and rebored, 424, trade terms fitting or delivery if required, Blackbuck Auto Shop, 41, Dartington Rd., West Norwood, S.E.27. Gipsy Hill 3137. (0505/R)

E XCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex-stock fully reconditioned and guaranteed, exchange and outright sale—Capital Garage & Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester 14. Tel. Moss Side 3466/7. (0274/R)

G UARANTEED reconditioned replacement engines: Ford 8-10, 419/10; Morris 8 Standard 8 and 12/4, 423/10; Hillman 10, Austin 10, Vauxhall 10 and 12/4, 427/10; Austin A40, 430; Ford V.8, 22, 30, 32, 440; Vauxhall Velox, 432/10—J. G. Rutter & Co., Ltd., Eastern Ave., Romford 2552. (0056/R)

E NGINES—Coventry Climax vertical 4-cylinder 4-stroke R.A.C. rating 15hp developing about 25hp at 1,500rpm, 50hp at 3,500rpm, fitted with carburettor, magneto, water cooling pump, fan and speed governor at 1,500rpm, ex-Government stock, in apparently new condition, in original protective coating of green, ideal for motor boats, farm equipment, pumps and a multitude of other uses where a reliable power unit is required offered at a fraction of making price; will accept 25 pence per engine, loaded vehicle at our warehouse; we do not wish to send by general transport as this would involve expensive crates and risk of damage in transit; weight approx. 48cwt; overall dimensions approx. 38in. x 24in. x 51in.; the price is low enough to justify special transport arrangements; very limited number available.

G . YOUNG, 124, Blackfriars Rd., London, S.E.1. Tel. Waterloo 3131 (5 lines). (8604)

GARAGE EQUIPMENT

A IR compressors, Hymatic 2-stage 2 1/2 cu ft 800lbs, 45/17/6 delivery 3/6; tanks from 1 1/2/6 and other air accessories.

T EDDINGTON ENGINEERING Co., Ltd., Dept. M. 29-31, High St., Teddington, Middx. Kingston 1193. (0369/R)

F LOOR scrapers, flexible, detachable blades; wire brooms and rollers—B.D. Co., Green Acre, Englefield Green, Surrey. (0767/R)

H YDRAULIC trolley jacks, all makes and sizes, hardly used—Kindersleigh, Ltd., Estate Office, High Legh, Knutsford, Lymm 417. (7457)

GARAGE EQUIPMENT

N EW Rollo and bed lathes by Dempster Moore & Co., Ltd., 6in centres, 36in B.C., SS and SC all-gear head, totally enclosed motor; purchased by us surplus to requirements and being offered at very reasonable figure—The Brocknour Foundry Co., Ltd., Brierley Hill, Staffs. Tel. 7026. (1858)

Garage Equipment Wanted

A VERY Hardoll petrol pumps wanted, any model, any condition—J. Wheahe & Sons, 204, Pitsford St., Hockley, Birmingham 18. (16378)

GEAR AND STEERING BOXES

A RCOT ENGINEERING, Ltd.

P RESELECTOR (self change) gear box specialists, as fitted to Daimler, Lanchester, Armstrong Siddeley, Riley etc. cars; 48-hour reconditioning exchange service—Arcot Engineering, Ltd., 169, Fulham Rd., Chelsea, S.W.3. Kensington 7301. (0910/R)

S TEERING nuts supplied for all types of cars, steering boxes reconditioned—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. (0744/R)

H UMBER, Hillman and Commer gear box specialists; exchange units for all models from stock; also complete range of gear spares.

R J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Uplands 3637. (0658/R)

S TEERING boxes reconditioned or exchange, nuts sold singly or made to pattern (fitted with immovable steel bush)—Foxley Garage, 1a, Elliott Rd., S.W.9. Reliance 2704. (18514)

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RIGID and spring.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Primrose 2647. [0981]

SUPERCHARGERS

ARNOTT low-pressure supercharger your car, for instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam, Talbot, Singer, Wolseley, Bristol, Citroen, Fiat, Renault, etc.

ALSO Arnott high-pressure competition models.

CARBURETTORS, Ltd., Grange Rd., N.W.10. Willesden 5501. [0177/R]

SUPERCHARGERS

MARSHALL-NORDEC low-pressure supercharger in all stations are guaranteed to increase performance by over 35%, giving outstanding acceleration and hill climbing, installation, for Ford, M.G., Morris Minor, Riley 1½-litre, Triumph, Vanguard, etc., for home and export orders; prices from £65 complete with all fittings.—**North Downs Engineering Co.**, Westway, Caterham, Surrey. [0755/R]

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MARBLE ARCH.
EXTENSIVE stocks brand new tyres, Dunlop, Avon, North British, etc., all sizes in stock.

MARBLE ARCH MOTOR SUPPLIES, Ltd., 286, Camberwell Rd., S.E.5. Tel. Rodney 2181. [M3002/R]

TYRES—Tyres—Tyres
MAKE the road safer; tyres are expensive; protect your own life and lives of others by having good tyres.

CLEVELAND'S GARAGE, Felkinstow Rd., Ipswich, Tel. Ipswich 77328. [0565/R]

TYRES!!! Tyres!!! Tyres!!!
10000 tyres in stock, every size and make, new, remould, etc.; please write or 'phone your tyre enquiries to

Mr. MATTHEWS, Ltd., the tyre specialists of over 50 years' standing.—89-97, Stockwell Rd., London, S.W.9. Tel. Brixton 2026 (2 lines). [0150/R]

COACHCRAFT, Elm Rd., Evesham, Tel. 6539, for **FIRST** grade guaranteed heavy duty new Goodyear rubber remould tyres; compare the value!

550—15, £2/10/2; 490x15, £2/15/3; 600x15, £3/1/6; 625x15, £2/6/6; 625x16, £2/13/4; 650x16, £2/17/2; 575x16, £3/1; 600x16, £3/5/3; 550x17, £3/0/5; 600x17, £4; other sizes pro rata; carriage by first passenger train, 4/- extra per tyre.

SATISFACTION assured or money refunded under maker's full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.

COACHCRAFT, Elm Rd., Evesham, Tel. 6539. [M1053]

SHARMANS TYRE SERVICE for guaranteed deep tread and makers' remoulds.

5.90—13, 63/6; 6.40—13, 71/6; 5.00—14, 53/-; 5.25—15, 57/-; 5.50—15, 66/-; 5.75—15, 70/9; 6.00—15, 72/-; 5.90—15, 65/6; 7.00—15, 97/6; 4.50—4.75—16, 53/6; 5.25—16, 62/6; 5.50—16, 67/6; 5.75—16, 72/-; 6.00—16, 77/6; 6.50—16, 92/9; 6.70—16, 89/9; 7.00—16, 100/-; 7.50—16, 110/-; 5.25—5.50—17, 71/6; 6.00—17, 95/6; 7.00—17, 105/-; 6.50—18, 102/6; 7.00—18, 106/6; 6.00—19, 105/9; 4.50—4.75—21, 165/400; 75/3; 185/400, 77/9.

CARRIAGE by first passenger train 4/6 per tyre extra; all offered subject to prior sales.

SHARMANS, Lankar Rd., Maida Vale, London, W.9. Cunningham 7321-2. Please write or phone for prices of other sizes. [0758/R]

VETERAN beaded-edge tyres, new or used.—**Welham**, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1873.

PRIDE & CLARKE, Ltd., for new tyres and remould tyre bargains, quotations by return, state sizes required.—**Stockwell Rd.**, S.W.9. Brixton 6251. [0738/R]

BULL'S—A tyre for every job; new and remould, guaranteed; call or let us quote; let us remould your own covers.—**Bull's Rubber Co.**, Ltd., 173, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

TYRES, tubes (used and remould) 13in, 14in, 15in, 16in, 17in, 18in, 19in, 20in, 21in, also tractor, commercial, ex W.D., beaded and odd sizes.—**Cook**, 589, Stapleton Rd., Eastville, Bristol. [0087/R]

TYRES—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write stating your size and receive per return of post our quotation; post orders only.—**The Goswell Rubber & Tyre Co.**, Ltd., 145-149, Camden Rd., N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswellto, Norwest, London. [0087/R]

5000 guaranteed remould tyres: 500x19, 61/6; 500x18, 60/6; 500x18, 55/3; 500x17, 59/3; 550x16, 67/3; 550x16, 60x16, 78/3; all other sizes available, remould or new; guaranteed sound inner tubes 5/- each; immediate despatch carriage forward; satisfaction guaranteed or money refunded.—**Machett & Son**, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0224/R]

Tyres Wanted

PLEASE send us your sound covers fit for remoulding; these sizes urgently required 450-17, 18, 19; 500-16, 17, 18, 19, 20; 525-16, 17, 18, 19, 20; 550-16, 17, 18, 19, 20; 525-16, 165x400, 15/- each; cash dispatched within 24 hours of approval; please label plainly.—**Sharmans Tyre Service**, Lankar Rd., Maida Vale, London, W.9. Cunningham 7321/2. [0800/R]

WHEELS, DISCS, ETC.

ALL types of wheels repaired, replacement service.—**W. & L. Page**, Pottery Rd., Brentford, Middlesex Tel. Ealing 5538. [0690/R]

MOST types of easy clean and wire wheels in stock.—**Turner & Knight**, Southfield Paddocks, Popes Lane, Ealing, London, W.5. Eal. 4238. [0678/R]

WHEELS (used), all sizes for cars, trailers, caravans, commercial, ex-W.D. and farm vehicles, Cook, 589, Stapleton Rd., Eastville, Bristol. [0088/R]

CLARKE'S MOTOR WORKS—Large stock wheels, wire Easy Clean and Artillery rebuilt and second-hand exchange service.—280, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132.

WEST LONDON REPAIR CO., Ltd., Wim. 6316-7. Wire wheels repaired, converted, respined, re-enamelled, Easy Clean wheels repaired, retread.—56a, High St., Wimbledon. [0251/R]

6000 in stock; quotations by return; satisfaction guaranteed or cash refunded.—**W. Machett & Son**, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0222/R]

WINDSCREENS, WIPERS, ETC.

AUSTIN 1952-34 £4/5, Ford 8 & 9 £5/5, trade also supplied.—**D. W. Price**, Neasden Lane, N.W.10. [0258/R]

BRITISH STEEL FRAME CO., Ltd., 205, Cambridge Rd., E.2, manufacture sports cars and year windcreens Ford, Austin 7, fixed and sliding windows for utilities.—**Bishopsgate** 9611-3. [0908/R]

BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

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PROFESSIONAL advisers and valuers to the motor industry.
FOR the sale or purchase of all types of garage businesses and premises throughout the British Isles.

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SOMERSET: main road position; petrol station, car showroom and garage; turnover £25,000 p.a.; net profit nearly £3,000 p.a.; good agency; long lease at low rent; freehold bungalow also available; price for leasehold garage, fixtures, fittings; £8,000; cars and stock at valuation; bungalow £3,500 freehold. (B/783)

40 miles north of London: exceptional opportunity; modern motor car showrooms, garage, filling station; throughput 80,000 galls.; main distributor and good agencies; available due to special circumstances; turnover approximately £60,000 p.a.; price for freehold, plant, fixtures, fittings and stock £25,000. (B/853)

ANTHONY D. LEWIS & Co., 95, High St., Esher, Surrey. [02071]

COUNTRY filling station, Devon, 50,000 galls. p.a.; bungalow; freehold lowest price £7,500.—Box 8795

ALDRIDGES for motor businesses, garages and filling stations; all specialist services in sales, purchases and valuations in Home and Southern Counties.

CAMBS, A14.—Filling and service station, 3 pumps, 1,200 g.p.w. increasing; workshop and garage; 1000 sq. ft. well equipped; attractive bungalow, 4 rooms and offices; freehold £9,000, s.a.v.

ENQUIRIES invited to Estate Dept., William Rd., N.W.1. Eus 2535. [M1004]

FILLING station and cafe, on main road, well equipped, small garage; excellent modern living accommodation; all at £12,500, s.a.v.—Box 8021

LARGE portable workshop, fully equipped for all motor repairs, panel beating and spraying; also vehicles; must be sold; offers required.—Brixton 5561. [8759]

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MESSRS. GLADDING, SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14a, Ship St., Brighton, 1. (Tel. 23284), offer the following:—

NORFOLK.—Garage, filling station and cafe on A11; 4 pumps, petrol sales 64,000 galls.; 4-bedroomed house; 5 acres; price £10,500.

SUSSEX Coastal Town.—Splendid leasehold petrol filling station; large showrooms; petrol sales 120,000 galls. p.a.; no accommodation; price for lease, goodwill and equipment £7,500.

KENT.—Main road garage, filling station and cafe; petrol sales 1,000 galls. p.w.; modern detached house; freehold, goodwill and equipment £10,000. Order, 1954. [M2021A]

FURTHER particulars of above and other garages available from Gladding, Son & Wing, as above. [0546/R]

GOY & RICHARDS, Ltd., the Motor Industry's Specialists, Agents and Valuers for all purchases, sales and valuations of garages, filling stations, etc.—Goy & Richards, Ltd., 33, High St., N.W.3. Tel. Hampstead 4614.

"... and when you boil it all down to hard facts, it simply means that when you wish to sell a garage or filling station in the West or South to South-West of England, you write to—P. A. Humberstone and Partners, 75, Queens Rd., Bristol." [8587]

OLD—Established West-Country garage petrol station just offered, house and cottage, 4 pumps, 30,000 galls.; turnover £10,000; hire cars; £2,500 inclusive; half mortgage if wanted.—Edwards, 26, Hampstead High St., N.W.3. [8623]

FREEHOLD property for sale, vacant possession, 5 rooms, scullery, covered yard 22ft by 50ft, permanent building 12ft wide by 54ft long, licence already exists for light industry, culturing and printing, advertising; also a small shop on main road. [8800]

CHURCH, HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade, offer selection of motor businesses available in all parts.—Details upon application, stating requirements, to 39, Kew Rd., Richmond, Surrey. Tel. Ric. 2351-2-3. [M1047]

EVESHAM area, garage with attractive house and double-fronted shop, repairs, petrol sales 25,000, owner having trebled profits of neglected business in three years, is talked into selling by family's wish to emigrate; freehold, goodwill and equipment; £5,250, s.a.v.—Box 8030. [8802]

GARAGE and filling station, busy main road, S.W. suburb London, turnover £15,000, petrol sales 50,000 gals., increasing, plus diesel oil, good repair workshop and showroom; freehold £13,000; modern living accommodation available if required £3,500 freehold.—Box 8044. [8783]

TEWKESBURY.—Old-established business in prominent main street position; extensive freehold premises, showroom, service department, good equipment including 4 petrol pumps, 4 car lifts, etc.; price £14,000; stock at valuation.—Stone, Hooper & Pickard, 1, Waterloo St., Birmingham. [8179]

OLD-ESTABLISHED garage business in Leicester-shire, good showroom, workshops, stores and offices, and very good living accommodation; good petrol and accessories sales and repairs; distributors for all the leading makes of motor cycles; also Jovett agents.—For particulars apply 15, Nottingham St., Melton Mowbray Leicestershire. Tel. 253. [8246]

SUSSEX.—In large coastal town (pop. 60,000), exceptionally well-placed old-established garage business with accommodation (including lock-ups) for about 40 cars; also workshops and extensive storage space; dual entrance; 3 petrol pumps; good private hire company; dual entrance; including valuable freehold premises, goodwill, stock and vehicles, £16,500.—Sole Agents, Staines & Co., 28, Devonshire Rd., Bexhill-on-Sea. Tel. 549. [8547]

BUSINESS AND PROPERTY

FOR sale as a going concern, near Wisbech, Cambridgeshire, modern six-roomed bungalow, newly erected petrol filling station with four electric pumps and repair garage, bicycle sales, sweets and tobacco; situated on a main busy road in the centre of a prosperous village, good profits; price £7,000, or near offer, including tools, equipment and stock.—Full particulars may be obtained by bona fide enquiries in writing only from the Sole Agents, Messrs. Mace & Son, Auctioneers, Wisbech, Cambs. [8235]

LITTINGTON, near Royston, Herts.—The well-situated dwelling house, garage and petrol station known as "The Garage," comprising: garage premises with 2 electric pumps, garage, workshops and store-place; dwellinghouse with entrance hall, 2 living rooms, scullery and 3 bedrooms; domestic outbuilding and garden extending to 1½ acre; with vacant possession; for sale by auction by Mr. H. W. Dean at the Lion Hotel, Petty Curry, Cambridge, on Friday, 8th October, 1954, at 5 p.m.—Particulars from Mr. H. W. Dean, F.R.I.C.S., F.A.I., 9, Guildhall St., Cambridge. Tel. 3501. [8554]

Business & Property Wanted

ALDRIDGES urgently require for numerous applicants:—

(1) Garages and filling stations in London, Home and Southern Counties, well sited with good petrol sales.

(2) Brixton and Streatham area, premises suitable for servicing, 6-10,000 sq ft.—Parts, to Estate Dept., William Rd., N.W.1. Eus 2552. [M1004]

FILLING station garage wanted for ready cash; any main road southern England.—Write, Edwards, 22, Hampstead High St., N.W.3. [8624]

GARAGE with Petrol Sales wanted; two partners, with own capital of £5,000; preference for Southern Counties.—Box 8005. [M2078, 1]

NATIONALLY advertised used motor sales organization wish to rent showroom in the London area.—Box 7476. [M2075]

GARAGE filling station required, petrol sales about 60,000 gallons per annum, not North of London; London area, preferably West Sussex or Hants; this is not an agent's advertisement but a genuine enquiry.—Box 6308. [C2011]

FILLING Station urgently required within 30 miles Marble Arch; inspection arranged immediately by Managing Director of progressive Company; up to £20,000 available; replies will be treated in strict confidence.—Box 8004. [8506]

GARAGE and petrol filling station required, main road position, living area, preferred, ample capital available, Midlands or South preferred, but all districts considered; ref. J.H.; scale commission.—Details, including questionnaire, to Warwicks & Son, P.A.I., 15, Warwick Row, Coventry, Tel. 3111 (4 lines). [8532]

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour, 1, Whitehall, London, S.W.1. applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is excepted from the provisions of the Notification of Vacancies Order, 1953.

EXPERIENCED storekeeper required for South-West London Ford main dealer.—Box 7907. [8498]

EXPERIENCED car salesman required by old-established West London Company.—Box 8041. [8786]

STOREKEEPER as assistant to parts manager, Rootes experience an advantage.—Standfield & White, Ltd., Exeter. [8225]

SALESMAN required by West of England distributor, experienced selling high-class products, with knowledge of used car values.—Box 7930. [8528]

WANTED, motor salesman in Eastern Counties, 25 years of age for only full-time experienced men; proved records need apply.—Box 7901. [8492]

EXPERIENCED Ford mechanic required, good wages, bonus and pension scheme.—Verulam Motor Co., Ltd., London Rd., St. Albans. [8592]

RECEPTIONIST, Clerk with Ford experience required by Verulam Motor Co., Ltd., Main Ford Dealers, London Road, St. Albans. [8592]

FORD main dealers require skilled mechanics; good rates and conditions; Verulam Motor Co., Ltd., Richmond Rd., East Sheen, London, S.W.14, Prospect 2235. [8502]

SPRAY painter: experienced man for motor car repair work; able to take charge and match colours.—Vandervells Garage, 215, Haverstock Hill, N.W.3. [84067]

SALESMEN required by Vauxhall, Bedford dealer in South; salary and commission; experienced men required to specialise in either cars or commercial vehicles.—Box 7902. [8493]

THE CAR COLLECTION Co., Ltd., require experienced men and women drivers resident in London, Birmingham, Coventry, Luton or Oxford.—Apply in writing to local depot or 7, Kendall Place, Baker St., W.1. [8788]

FLEET operators (private cars) require practical and versatile man for only full-time work and overhauls; salary £500-£600 for competent tradesman, S.W. area; state experience and qualifications in detail.—Box 7968. [8553]

A VACANCY will shortly occur for a foreman supervisor to take charge of mechanical repairs in South London garage, age 35-40; previous experience of general car repairs and reception essential; a permanent position with possibilities of advancement.—Box 7908. [8499]

EXPERT on American cars and methods wanted, sole charge of small London West End depot specialising therein; progressive post for right man really possessing requisite knowledge and ability; American or Canadian preferred; write full experience.—Box 7906. [8497]

PAGE BROS., Morris car distributors, Bexhill, require senior motor mechanic with sound experience in Morris, Wolseley, Riley cars; salary offered according to applicant's comprehensive knowledge; position permanent.—Write in first instance, with copy of references, to 68, Sackville Rd., Bexhill-on-Sea. [8238]

AN outstanding opportunity occurs for a fully experienced and energetic motor salesman and dealer capable of taking charge of prominent motor showroom in West London; progressive position; applications which will be treated in strict confidence should state full details of experience, salary, etc.—Write Box 7871. [8454]

SITUATIONS VACANT

ROOTES Group dealers, N.E. coast, have vacancy for senior and junior car/commercial salesman; the senior appointment is for a key position, responsible to directors, desirous of engaging a first-class salesman, who may later be entrusted with wider responsibilities.—Full details and questionnaire will be forwarded to applicants on request to Box 8034. [8805]

CAR sales staff with experience (new and used), capable of early promotion to management; real ability for selling and control essential; excellent prospects, attractive earnings, permanent; well-known firm, Surrey suburban location; promising experienced responsible juniors entertained for rapid advancement; full particulars.—Box 7905. [8496]

MOTOR traders, well established already, want experienced sales manager or trained representative capable rapid promotion, to reopen Commercial Vehicle Dept. (new and used), with first-rate agency in South-West Suburban area; sole charge; every facility; excellent prospects; permanent; must have established personal connection London area; write full particulars.—Box 7904. [8495]

APPLICATIONS are invited by Vauxhall/Bedford main dealer for fully experienced senior salesman; should reside within easy reach Liverpool and have proved judgment in the buying and selling of used cars and trucks.—Apply in own writing in first instance giving in confidence particulars of career to date and remuneration required to Sales Manager, 45, Remond St., Liverpool, 1. [8298]

AN attractive position, Midlands distributor of specialist cars urgently requires a really first-class salesman possessing the ability to directly effect the sale of high-class new cars, also general sales (new and used), every assistance given in developing connection; applications welcomed from older men who are active and physically fit.—Reply to Box 8048. [8779]

URGENTLY required, working foreman, by well-established sports car firm; a knowledge of modern and old sports cars, welding and machinery essential; no age limit; local living accommodation available to suitable applicants after reasonable period of trial; apply in writing in first instance stating wages, experience, etc., to Chipstead Motors, Ltd., 197, Fulham Rd., South Kensington, S.W.3. [8515]

OUTSTANDING opportunity occurs for a fully experienced and energetic foreman, with complete charge of workshops and stores in well-known garage near Maidenhead, applicants must be absolutely first-class in all branches of the trade and only men with excellent references need apply; salary, 10% per annum, plus 10% of workshop profits; free living accommodation provided.—Replies in strict confidence to Box 7903. [8792]

MOTOR bodywork company taking over part existing business with experienced staff requires general manager with wide connections, able secure extra orders and supervise execution; full control, Outer London area (Southern); must know trade in London; repairs and commercial vehicles; accident repairs, building, renovations, painting; high remuneration if successful; prospects early directorship.—Submit details Box 7903. [8494]

SITUATIONS WANTED

MOTOR engineer, 30, single, mobile, ex-garage proprietor, seeks travelling position; anything considered.—Box 7897. [8485]

SERVICE manager seeks change, 30 years' experience, private, commercial, marine, practical and administrative; used to full control.—Box 7921. [8519]

MOTOR engineer, 15 years' experience leading manufacturer and distributor, seeks position with prospects for advancement; London.—Box 8059. [8778]

TRAINED motor engineer, 29, desires change, preferably as P.A. to director or similar position, London area, good education, travelled, experience with leading distributor and manufacturer (home and export); excellent references.—Box 8038. [8777]

ADVERTISER, 30 years' unblemished experience high-class car sales, seeks sales appointment in the West of England or southern counties; possesses first-class knowledge, good personality and ability to produce sound trading results would be valued.—Box 7941. [8536]

BOOKS, ETC.

22000 Instruction manuals, spares lists writing, timing, lubrication charts, enquiries stamped envelope.—Final 15 Nashleigh Hill, Chesham, Bucks. [7606]

SPORTS Car Bodywork, working drawings and instructions, 21/-; "Utility Bodywork" 35/-; "Retrimming a Car" 11/-; Craftsman Publications, 9, New Street Square, E.C.4. [8322]

HANDBOOKS: Austin, Ford, Morris, Standard, Vauxhall, 5/6; Hillman, Rover, Sunbeam, Volkswagen, Wolseley, 8/6; Riley, Singer, 10/6; Alvis, Chrysler, M.G., 15/6; workshop manuals: Jovett, Morris, Wolseley 20/-; Austin, Hillman, M.G. 31/3; catalogue 6d; inquiries, stamp.—Gray, 4, Chantry, Hurlsthorpe, Lincs. [M2060]

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LONDON.—Near Olympia and Earls Court Exhibition; bed/breakfast from 15/-.—Armsden, 82, Philbeach Gdns., Earls Court, S.W.5. Frohisher 6235. [8749]

SOMERSET.—Shapwick Manor Guest House, 6235. Shapwick. Centrally heated. Overseas guests welcome. Special terms for winter months.—Prop. C. T. Murch. [8484]

12. Hans Rd., London, S.W.3 (Ken. 3051). Convenient for Motor Show, shops and sight-seeing. Rooms 17/6-25/-, including breakfast. Parking. [8604]

LONDON.—Room and breakfast from 13/6; L good position and easy reach Motor Show (small hotel, well recommended).—The Belmore, 104, Sussex Gardens, Hyde Park, W.2. Pad. 8108. [8806]

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 [0169/R]

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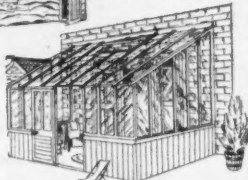
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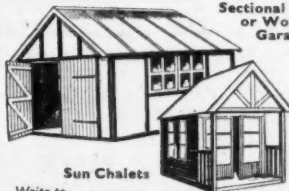
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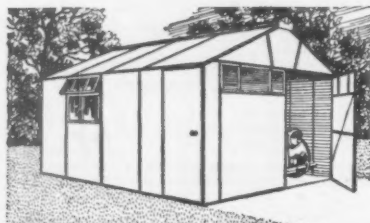
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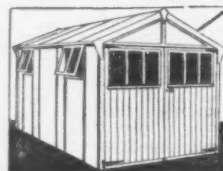
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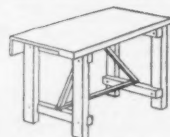
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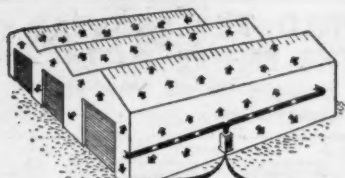
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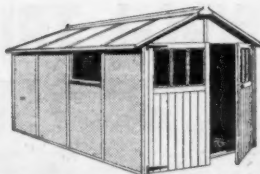
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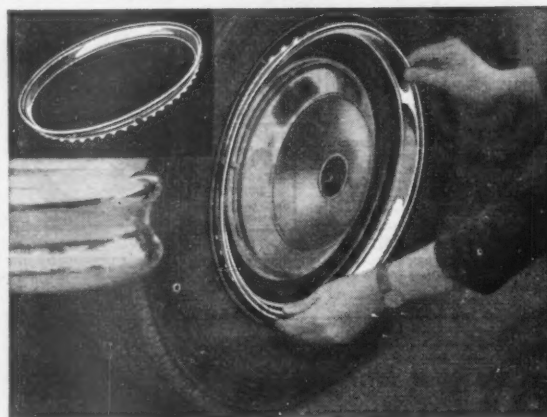
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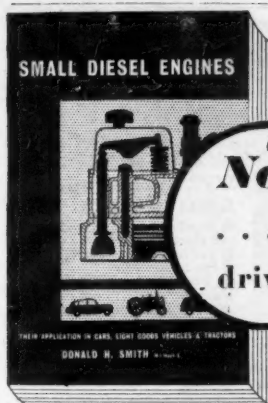
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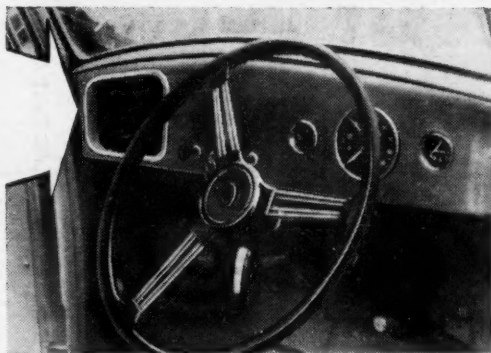
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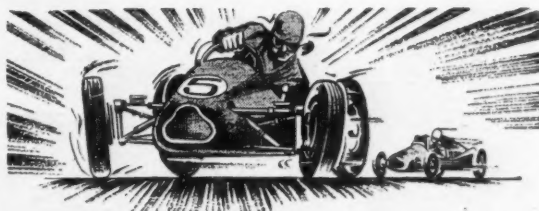
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INDEX TO ADVERTISEMENTS

	PAGE		PAGE		PAGE	
AC-DELCO (DIV. OF GENERAL MOTORS, LTD.)	41	Glanfield Lawrence, Ltd.	59	Partridge, Wilson, & Co., Ltd.	20	
Aero Spares Co.	50	Gregory (Hedgerley), Ltd.	95	Paven, J., Ltd.	46	
A.F.N., Ltd.	Edit. 442	Gregorys of Usbridge, Ltd.	95	Pelhams	96	
Alpha Woodcraft, Ltd.	95	Gregorys Sectional Bldgs., Ltd.	95	Perry, W. Harold, Ltd.	58	
Alvis, Ltd.	30	Grosvenor Motors (Manchester), Ltd.	55	Pirelli, Ltd.	40b	
Amal, Ltd.	Edit. 442	Guiterman, S., & Co., Ltd.	22	Portable Concrete Buildings, Ltd.	54	
Aquatex, Ltd.	97			Pownall, W. T.	96	
Arnes, H. L., & Co., Ltd.	54			Premier Motor Policies, Ltd.	95	
Ashmore Auto Engrs., Ltd.	58			Pride & Clarke, Ltd.	44	
Astley Brook & Co., Ltd.	96					
Aston-Martin, Ltd.	40a					
Automotive Products Co., Ltd.	19					
BATLEY, ERNEST, LTD.	100	HALFORD CYCLE CO., LTD.	95	RADIUM LIGHT CO.	52	
Baxendale, Richard, & Sons, Ltd.	97	Hall, Robert H., & Co., (Kent), Ltd.	97	R.A.F. (Recruiting)	10	
Bennett (Hyde), Ltd.	96	Hamilton Motors (London), Ltd.	14	Ridley Industries, Ltd.	100	
Bentley Motors (1931), Ltd.	29	Hartwell, George, Ltd.	57	Robinson, L., & Co (Gillingham), Ltd.	98	
Bernie, A., & Co. (Queensferry Auction), Ltd.	55	Headen, A. E., Ltd.	95	Rootes, Ltd.	Front Cover	
Berry Wiggins & Co., Ltd.	96	Henlys, Ltd.	60	Rose & Young, Ltd.	56	
Blanchflower (Kettering), Ltd.	46	Hollis, J., & Son	54	Rover Co., Ltd.	31	
Boon & Porter, Ltd.	59			Rowland Smith (Motors), Ltd.	59	
B.P. Energol	28	LIFFE & SONS LTD.	22, 99	Rye, Claude, Ltd.	52	
Brands Hatch Circuit, Ltd.	99	Invincible Policies, Ltd.	97			
Bristol Aeroplane Co., Ltd. (Car Div.)	27			SANKEY J., & SONS, LTD.	33	
British Leather	20	JAGUAR HOUSE	55	Saunders, H. A., Ltd.	57	
Broadfields Garage & Eng. Co., Ltd.	23	Jenks Bros., Ltd.	20	Scale Model Equipment Co.	52	
Brown, David, Corp'n. (Sales), Ltd.	21	Jensen Motors, Ltd.	37	Schraders, A., Son	34	
		Johnson, S. C., & Son	7	Shadow Instrument, Ltd.	96	
CAMDEN MOTORS, LTD.	57	KAY BROS., LTD.	12	Singer Motors, Ltd.	2, 3	
Carburol	38			Skinner, Tobacco	16	
Car-Coverall, Ltd.	18	LANKESTER ENGINEERING CO., LTD.	59	Skip Products & Eng. Co., Ltd.	50	
Car Hood Co.	95	Laystall Engineering Co., Ltd.	4	Smith's Mo or Accessories, Ltd.	15	
Castle's Unit Development, Ltd.	48	Leytonstone Jig & Tool Co., Ltd.	54	Smiths of Bristol	95	
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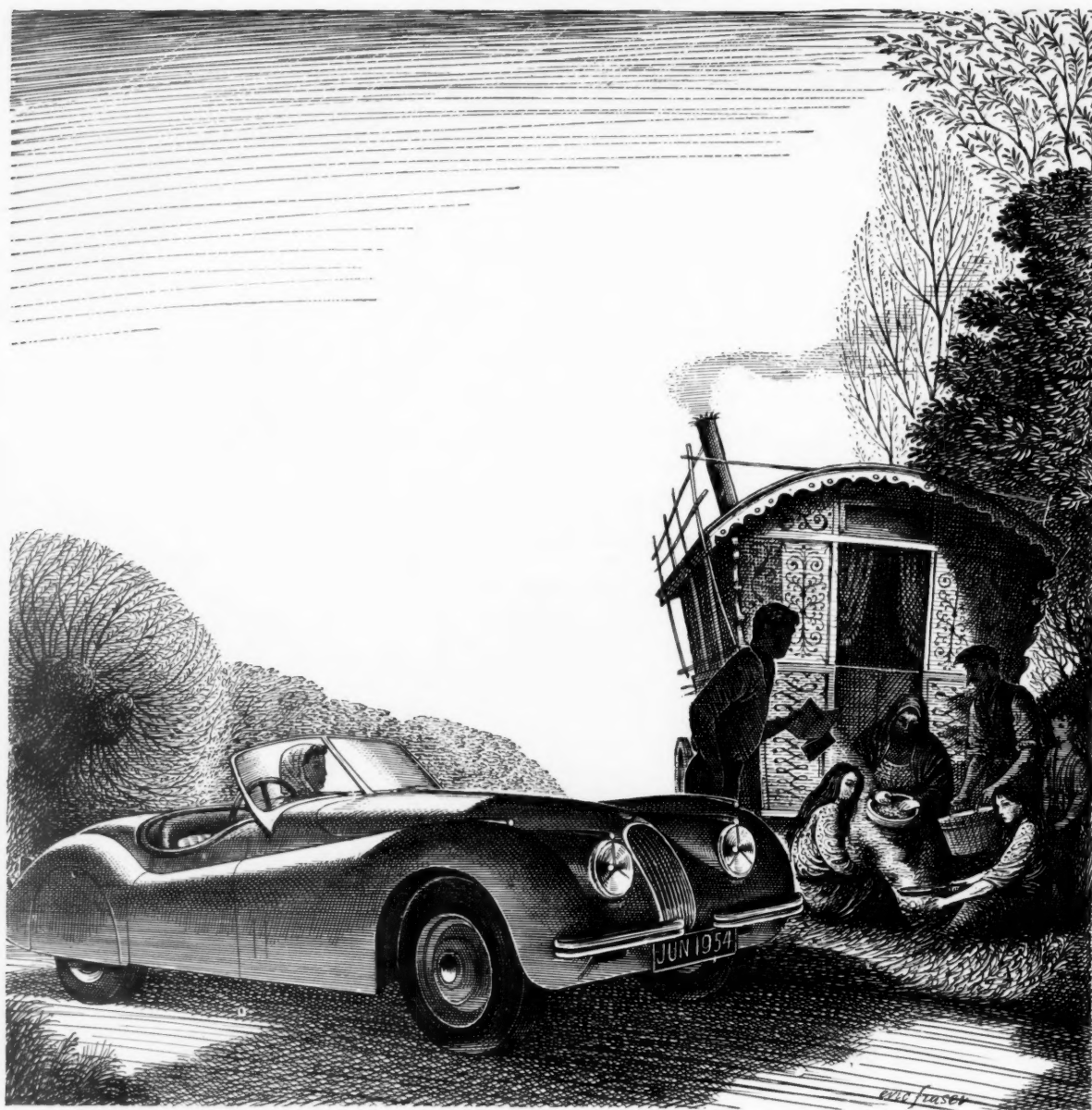


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